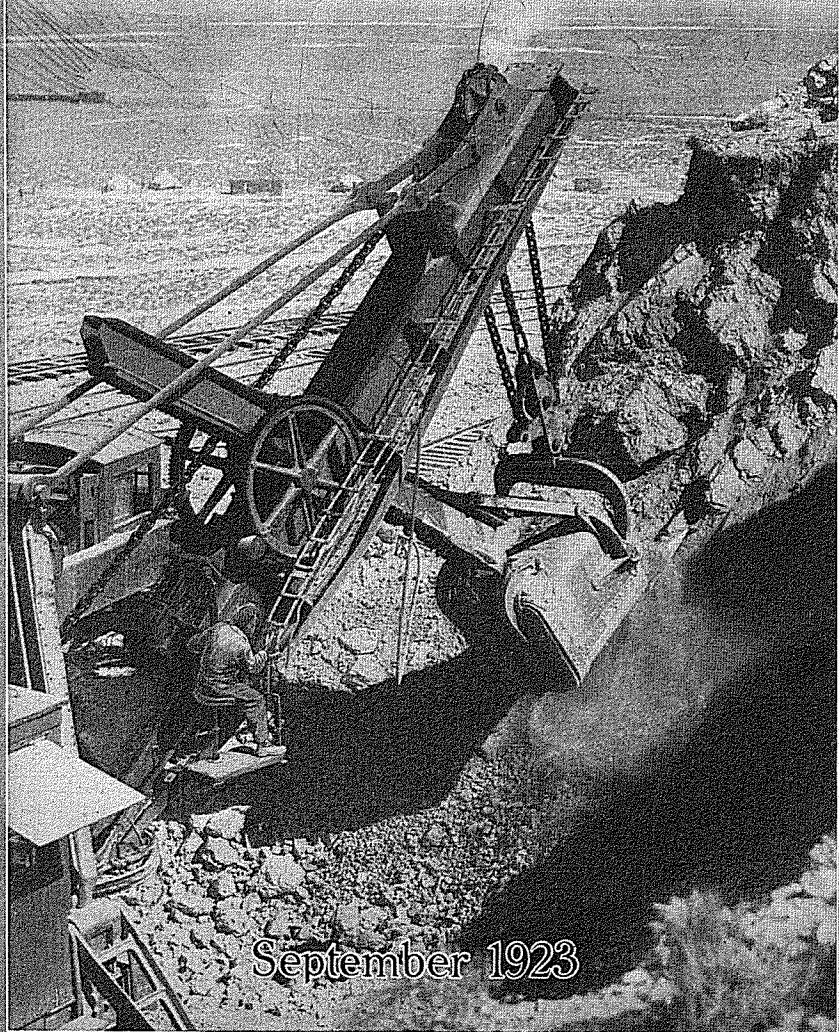


Southern Pacific Bulletin



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Cover Illustration

A MAJOR item in Southern Pacific Company's huge program of development, now that the right of Southern Pacific to retain the Central Pacific properties has been determined, is the double tracking of its lines across the Sierra and through Nevada and Utah.

The cover illustration on this month's Bulletin shows a giant steam shovel operating in the Company's quarry at Lucin, Utah,

where rock ballast is obtained for this improvement work. The crane man is Leo Hardisty.

The rock taken from this quarry is used on the line in Nevada and Utah, and makes ideal ballast. The quarry has a capacity of 60 cars of rock a day.

The photograph was taken by J. J. Morris, Associate Editor, Bureau of News.

THE BULLETIN

3

S. P. Spending Millions To Improve Lines

Program of Expenditures Announced by Company Covers Entire Pacific System and Will Further Increase Ability to Serve Public.

A COMPREHENSIVE and impressive program for construction work, new facilities and improvements necessary to give highest class transportation service to Pacific Coast states has been launched by the Southern Pacific Company. Expenditures totaling in excess of \$50,000,000 are involved in the improvement program, which is being carried into effect as rapidly as possible. This program is in addition to the recent purchase by the Southern Pacific Company of a record number of freight and passenger cars, refrigerator cars and powerful locomotives at a cost aggregating \$40,000,000.

The announcement calling for renewed activity throughout the territory served by the railroad follows close upon the heels of the decision of government officials at Washington to accept the United States court decision affirming the Southern Pacific-Central Pacific merger.

Included in the improvements are the building of new lines, extensive double tracking, new classification and industrial yards in various localities, freight terminals, crossing plants, rock crushing plants, station buildings, additions to shop equipment, replacement and strengthening of bridges, line changes to eliminate curves, new and heavier ballasting and heavier rails, new turnouts and improvements to existing ones and so on.

Outstanding in this work are such projects as the building of the Natron Cut-off and a new entrance to Portland, double tracking sections between San Francisco and Ogden and over the Tehachapi Mountains, from Tehachapi to Seivert, which will give complete double track from Bakersfield to Mojave, new station facilities at Sacramento, extensive new terminal yard and freight facilities in Los Angeles and a large tie and timber treating plant in Oakland.

Desire to Serve

The program of Southern Pacific should be complete proof of the company's desire to serve the territory in which it operates. It also should be a simple but convincing answer to those critics of private operation who still charge the roads with "do nothing" tactics.

Some of the highlights of the company's program follow:

The Company is double tracking parts of its line and building more passing tracks at strategic points from San Francisco to Ogden. This work, together with a double track arrangement now being negotiated with the Western Pacific will greatly facilitate the tremendous movement of Pacific Coast crops to the East.

A part of this second track construction work over the mountains and in Nevada, entailing an expenditure of nearly \$3,000,000, has been almost completed. This includes construction of 5.27 miles of second track between Blue Canyon and Emigrant Gap, 6.5 miles between Andover and Sparks, and in Nevada, two stretches of second track between Wells and Moor, 8.7 miles and between Valley Pass and Montello, 20.3 miles.

Arrangements being completed for carrying on this important work over the original Central Pacific line will necessitate additional expenditure in excess of \$8,000,000 and will result in a continuous stretch of double track of 166 miles from San Francisco to Emigrant Gap, a continuous stretch of double track from Andover to Sparks, a distance of 46 miles. The double tracking from Wells to Moor and from Valley Pass to Montello is in the Pequops Mountains, the only territory on the Salt Lake Division where all freight and some passenger trains require helper engines.

Ten and one half miles of double track are being completed over the

Tehachapi Mountains at a cost of \$600,000, which this winter will give a stretch of double track from Tehachapi to Mojave.

Surveying crews now are completing the task of staking out a second line from Tehachapi toward Bakersfield. This difficult line is being run at an easy grade and, when construction is completed, will represent a total expenditure of about \$10,000,000 for the two-track line between Bakersfield and Mojave.

Heavy Rails Laid

Operation of the Southern Pacific's gigantic new locomotives now in heavy freight service has made the use of heavier rail and heavier ballast necessary.

The Company is adding this year 70 miles of 110-pound rail, the heaviest in the West, and more than 280 tons of 90-pound rail. In addition it has ordered from steel mills 53,000 tons of rail, sufficient for the laying of 330 miles of track next year.

The use of these heavy rails throughout the system has necessitated the re-ballasting of much of the line with crushed rock ballast.

In order to maintain this necessary roadbed, three big rock crushing plants are being built. One is at Santa Margarita, Calif., another at Palisade, Nevada, and a third at Lucin, Utah. The total capacity of these plants will be in excess of 150 carloads of rock a day. They will represent an investment of more than \$500,000 and will give employment to many men.

Preliminary work is being completed as rapidly as possible preparatory to the starting of actual construction of the new line through Klamath Falls to Oakridge in Oregon, known as the Natron Cut-off, providing a second route between San Francisco and Portland.

This project entails about 118 miles of construction work through a scenic and practically virgin section of Oregon. It will cost in the neighborhood of \$15,000,000.

In order to carry the traffic through Klamath Falls and over the Natron Cut-off it will be necessary to expend about \$5,000,000 in new construction work from Black Butte Summit to Grass Lake, south of Klamath Falls.

In the Imperial Valley

Major Items of Southern Pacific Development Program

THE Southern Pacific's construction program provides for a number of major projects, each of which will mean the employment of many men and the expenditure of large sums of money. Among them are:

Building of the Natron cut-off, which will extend 118 miles through virgin Oregon territory north of Klamath Falls.

Double-tracking over the Tehachapi Mountains, from Mojave to Bakersfield.

Double-tracking sections over the Sierra in Nevada and Utah, between San Francisco and Ogden.

Providing main lines with heavier rails and roadbed to support larger locomotives and dense traffic.

Expansion of terminal facilities, yards, shop equipment at strategic points.

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G-H

of California 21.7 miles of new line are being constructed from Calipatria east and south to a point near Holtville, and as previously announced, extensions of line totaling 23.42 miles are being added in Kern County, Calif.

At Rocky Point, near Metz, on the Coast Line, a new 1275 foot tunnel is being built at a cost of \$200,000. This will eliminate curves and permit of additional speed.

Yard limits are being extended and main track rearranged at Natchez near Dunsun, at a cost of \$110,000. This marks the beginning of a large yard at this point. A line change of more than one-half mile is being made near Mott, California, on the Shasta Division, eliminating the Big Canyon trestle which is 615 feet long and 104 feet high. This work will cost \$135,000 and will give a permanent road-bed in place of this trestle.

Near Crockett on the Western Division another line change is being made at a cost of \$120,000, involving the construction of 1.25 miles of new track. Elimination of curvature at this point will permit increased speed of trains.

In San Francisco an industrial track will be built on Beale street at a cost of \$122,000. A team yard in the same territory is being constructed.

Cross ties used by the Southern Pacific are being cresoated to prolong their life and two big modern tie and timber treating plants are to facilitate this work.

One is to be constructed at Oakland at a cost of \$600,000 and the other is now in operation at Wilmington. The Oakland plant will have a large storage yard with a capacity of 350,000 ties and the most modern facilities for handling them.

Many Shop Improvements

Among the new shop improvements just completed, under way or about to start are: At Sacramento, \$21,000 planing mill, a \$51,000 acetylene generating plant, an extension to the steel foundry building and the installation of a new crane, aggregating an additional \$24,000; at the Bayshore shops, new equipment being installed at a cost of \$39,700; at San Luis Obispo, new power plant and oil house costing in the neighborhood of \$50,000; at Los Angeles, locomotive erecting shop, and extension to machine shop to cost about \$600,000; at Brooklyn, Oregon, freight car repairing shed and wheel shop.

The company is planning an improvement entrance into the city of Portland, which will cost in the neighborhood of \$4,500,000.

The first unit of a new and extensive classification yard at Los Angeles recently was completed at a cost of about \$300,000. Arrangements are being completed which call for the expenditure of \$1,000,000 during the next twelve months in developing further this comprehensive terminal yard project.

In addition to the classification yards, preliminary work has been undertaken on another project which will be com-

Here Are High Spots of Railroad Service

FOR a little more than three cents, or scarcely more than the price of a daily newspaper, the railroads carry a passenger one mile, along with baggage not exceeding 150 pounds. Approximately 9,000 pounds of vehicular equipment is necessary to make the passenger's ride comfortable.

For about one and one-tenth cents the railroads carry an average ton of freight one mile. To move the ton of freight requires an average of 1,700 pounds of car.

The Class 1 railroads in 1922 carried 339,730,198,000 tons of revenue freight a distance of one mile. This is equivalent to carrying one ton of freight a distance of 3,088 miles, or from Philadelphia to Los Angeles, for every man, woman and child in the United States.

Approximately 56 cents of each dollar paid out by the railroads in operating expenses went to employees in the form of wages in 1922.

To pay the average railroad employee's annual wage—which last year was \$1,622—it was necessary for the railroads to haul one ton of freight 137,925 miles, or more than 100 times across the American continent.

Southern Pacific

pleted as rapidly as possible and which will cost in the neighborhood of \$2,000,000 with real estate.

A new steel bridge with a span of 400 feet over the Co'orado River is being constructed at Yuma. This with a four mile track change, two miles of icing and yard tracks and a new station will entail expenditures of about \$1,000,000.

Added to the important items here enumerated are numerous improvements of a minor nature throughout the system that fit in with the major construction and improvement projects.

The new equipment purchased this year for the company's Pacific System, as previously announced, included 50 powerful locomotives, making a total of more than 100 within the last 12 months; 141 passenger train cars, 4,525 freight cars, and other equipment which with the company's half interest in the 5,330 refrigerator cars for the Pacific Fruit Express, represents an investment of \$40,000,000.

"How many times do I have to tell you, Bobby, that one must keep his eyes closed during prayer?"

"Yes mamma, how do ya know I don't?"—Sun Dodger.

R. F. WILSON, ADVERTISING AGENT AT S. F. DIES

Robert F. Wilson, advertising agent for the Southern Pacific Company with headquarters at San Francisco, died at San Francisco August 4th after a prolonged illness.

Mr. Wilson, who was widely known in both commercial and railroad advertising circles throughout the country, was the author of hundreds of the attractive booklets distributed by the company vividly describing attractions along the lines of the Southern Pacific.

In his twenty years service with the Company he served in two capacities, entering the service in 1903 at New York as Secretary to J. C. Stubbs, Director of Traffic, and on the retirement of Mr. Stubbs in 1912 he was appointed Advertising Agent for the Pacific System.

He is survived by his wife, Emelie J. Wilson, and two sons, Robert Barry and Francis Gordon.

CONDUCTOR BURNS' PROMPT ACTION SAVES TRAGEDY

The promptness of Southern Pacific trainmen in meeting an emergency, particularly when it is a matter of life or death, is shown in the following incident as related by G. L. Donaldson, Traffic Inspector, Los Angeles Division.

A lady and a little girl were crossing the tracks at San Fernando to board Train No. 35, on a siding, and did not notice the "Owl" coming down the main line. Conductor C. C. Burns and brakeman F. Watson instantly grasped the situation and shouted a warning to the unsuspecting passengers. At the same instant Mr. Burns leaped across the track not 100 feet in front of the "Owl" and bore the startled couple back to safety.

PLAN NEW UP-TOWN TICKET OFFICE IN SAN FRANCISCO

After the first of the year the Southern Pacific will open a new up-town ticket office in San Francisco at 65 Geary Street. At present a joint office with the Northwestern Pacific and Western Pacific is located at 50 Post Street.

In making the announcement C. L. McFaul, General Passenger Agent, stated that the new office will be of the most modern arrangements with every convenience for the public.

Mr. McFaul also stated that the Company will establish a resort information bureau in its new office. Here complete information on Pacific Coast resorts will be made quickly and easily available to tourists. A similar bureau will be established at the Ferry building.

Nothing Doing

Ardent Suitor: "Sir! I want your daughter for my wife."

Irate Father: "Young man, you go home and tell your wife that, the can't have my daughter."—Siwisher.

Southern Pacific Retains Central Pacific

Company Wins Famous Case Which Has Lasted Ten Years and Which Affected Vital Part of Our Transportation System

AFTER litigation lasting over a period of ten years, the right of Southern Pacific Company to retain the Central Pacific Railroad as a part of its transportation system has been finally confirmed.

This litigation was concluded August 13, 1923, when United States Attorney General H. M. Daugherty, after conferring with President Coolidge, announced that the government would not appeal from the unanimous decision of the Federal Court at St. Paul, in which it was held that the Interstate Commerce Commission acted with full authority in affirming the lease and stock ownership of the Central Pacific Railroad by the Southern Pacific Company, and the decree of Court became final.

For ten years the very existence of the Southern Pacific Company has been threatened by this suit which affected a most vital part of the Company's transportation system. At last this menace has been removed and the company is now free to continue to go forward unhampered and with its full attention turned to the development and extension of its facilities for serving the great sweep of western territory in which it operates.

Early in 1914 the government followed the proceedings brought by the Government to compel the Union Pacific Railroad to divest itself of control of the Southern Pacific system, the Government threatened to take similar steps against the Central Pacific-Southern Pacific System.

Start of Suit

On February 11, 1914, the Government filed suit against the Southern Pacific Company to oblige it to sell all its stock in the Central Pacific Railway Company, to surrender its lease and to discontinue its operation of the Central Pacific. The Government contended that control of the Southern Pacific of Central Pacific lines, one of which runs from San Francisco Bay eastward, connecting with Union Pacific at Ogden to form a transcontinental railroad route across the central part of the United States, constituted a violation of the Sherman Anti-trust Act because this central line was alleged to be in competition with Southern Pacific's southern line through El Paso.

The United States District Court decided the suit in favor of Southern Pacific Company on March 9, 1917, and the Government appealed to the United States Supreme Court. On May 29, 1922, the same court reversed the district court and decided the case against the Southern Pacific, decreeing that Southern Pacific should relinquish its control of the Central Pacific through lease and stock ownership. The case was remanded back

to the district court for further proceedings.

The people of the Pacific Coast, and particularly in California where most of the lines standing in the corporate name of Central Pacific are located, were greatly surprised by the decision, as little public attention had been given to the litigation since it was first instituted, and the Southern Pacific-Central Pacific System which had grown up as a unit, was generally accepted as a single unified system.

It was apparent that the separation of Central Pacific from Southern Pacific lines would dismember the principal railroad system of the Pacific Coast and completely disrupt a unified

service upon which western industry largely depended; that it would strike a blow at the financial strength of the Southern Pacific Company which since pioneer days has been a bulwark to the prosperity of the West. It was generally recognized that tearing apart of the intertwined Southern Pacific and Central Pacific lines under common management and control since their building fifty years ago, would have been a disaster.

Public Support Given

Leaders in commercial organizations, who had followed the case on its leisurely way through the courts since the suit was instituted in 1914 and who had supported the cause of Southern Pacific Company from the beginning, were the first to act in the matter, recognizing that the Interstate Commerce Commission could grant relief under the Transportation Act of 1920. Traffic experts, business men, farmers and others, joined in this movement until it became a unanimous and insistent demand from all parts of the Pacific Coast.

On October 17, 1922, Southern Pacific Company applied to the Interstate Commerce Commission for authority to acquire control of the Central Pacific properties by lease and stock ownership. This petition was filed under the railroad consolidation section of the Transportation Act of 1920, providing that the operation of one carrier by another, when in the public interest, might be authorized by the Interstate Commerce Commission without regard to the Sherman Anti-trust Act or any other anti-trust law.

Hearing at Washington

In November and December last year the Interstate Commerce Commission held a series of hearings in Washington, D. C., making a complete and exhaustive examination of the matter to determine what action was to the best public interest. Representatives of commercial and civic bodies and leading business men and producers of the Pacific Coast, even representatives of the state governments, and Southern Pacific men, including officers of the Brotherhoods, crossed the continent to attend. They strongly urged the Commission to grant the Southern Pacific's application.

On February 6, 1923, the Commission announced its decision authorizing the Southern Pacific Company to acquire control of its lines which stand in the corporate name of Central Pacific. Public interest was the deciding factor. The Commission's decision was brought to the attention of the United States court at St. Paul which rendered a decree on June 18, 1923,

History of Unmerger Proceedings

FEBRUARY 11, 1914, United States files suit to dismember Southern Pacific-Central Pacific System.

May 9, 1917—U. S. District Court decides in favor of Southern Pacific Company. Government appeals to U. S. Supreme Court.

May 29, 1922—U. S. Supreme Court orders separation of Central Pacific from Southern Pacific Lines to comply with Sherman Anti-trust Law.

October 9, 1922—U. S. Supreme Court denies petition for rehearing.

October 17, 1922—Southern Pacific Company files petition with Interstate Commerce Commission for authority to reacquire Central Pacific under provisions of Transportation Act of 1920.

November 21, 1922—Hearing starts before Interstate Commerce Commission at Washington, D. C., to determine whether public interest would be best served by keeping Southern Pacific-Central Pacific System intact.

February 6, 1923—Interstate Commerce Commission authorizes Southern Pacific Company to retain control of Central Pacific.

June 18, 1923—U. S. District Court renders decree putting into effect ruling of Interstate Commerce Commission.

August 13, 1923—U. S. Attorney General announces government will not appeal from the decision of the U. S. District Court.

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putting into effect the ruling of the Interstate Commerce Commission, instead of a decree of dissolution.

The Government then had the right again to appeal the case to the Supreme Court but on August 13 Attorney General Daugherty announced that no appeal would be taken and that the Government conceded that the Interstate Commerce Commission had the authority necessary to consent to the retention of Central Pacific properties by Southern Pacific Company and, for the purpose, to exempt the parties from the anti-trust laws.

Loyalty of Southern Pacific employees was never more strikingly shown than during the period when breaking up of the Pacific System was threatened. Employees had the opportunity to study the problem at first hand and to give their intimate knowledge of the situation to the public. This they did effectively.

The support which the Southern Pacific Company received from the people of the West in this extraordinary emergency is probably unparalleled in railroad history.

S. P. MAN TAKES LEAVE TO STUDY ART IN PARIS

Gray A. Ruthrauff, Traveling Freight Agent, has been granted a leave of absence from his duties in the office of T. F. Richardson, District Freight & Passenger Agent, Oakland, and with his wife recently sailed from New York for Paris where he will continue his study of art.

Ruthrauff has been with the Southern Pacific since 1905 and during his spare time was a devoted student of his finer art. He had already gained wide recognition as an artist and several of his exhibited paintings attracted high praise from critics.

TRAINMASTER PROMOTIONS

Geo. E. Donnatn, who has been with the Company since 1907 when he went to work as a Fireman on the Los Angeles Division, has been promoted to Terminal Trainmaster at Los Angeles. His position as Trainmaster, Los Angeles Division, has been taken by E. J. Kellum, formerly Trainmaster, Shasta Division.

E. F. Nassyly has been appointed Trainmaster at Carlin, Nevada, relieving L. P. Hopkins who has been assigned to other duties. J. M. Trefer has been appointed Assistant Trainmaster, Salt Lake Division, with headquarters at Sparks, and W. B. Ware is now Assistant Trainmaster, Salt Lake Division, with headquarters at Ogden. James M. Cardwell has been appointed Assistant Trainmaster at Susanville, Salt Lake Division.

This Is a Bird

"Aunt, dear, may I present Mr. Peterson? Mr. Peterson was born in the Canary Islands." "I'm glad to meet you, Mr. Peterson. Perhaps you will sing for us?"—Boston Post.

GENERAL PASSENGER DEPT PROMOTIONS ANNOUNCED

A number of promotions and transfers in the Passenger Department at the General Office have accompanied the recent promotion of J. E. Warren to the position of Chief Clerk.



J. E. Warren

Mr. Warren entered the Southern Pacific service as a stenographer in the General Passenger Department on April 2, 1904. Subsequent promotions were: clerk on statistical desk, 1906; stenographer and clerk for Assistant General Passenger Agent, 1907; secretary to Assistant General Passenger Agent, 1908 to 1910; Government rates and trans-Pacific traffic 1910 to 1913; Passenger rates and divisions, 1914 to 1917. During the period of the war he was loaned to the United States Railroad Administration with headquarters at Washington D. C. and Chicago, returning to the Southern Pacific as Rate Clerk on interline rates and tariff construction, which position he held at time of his recent promotion. Bureau organization of General Passenger Department effective August 1, 1923, will be as follows:

Rate Bureau—C. B. Sealy, Chief Rate Clerk; F. S. Howard, Assistant Chief Rate Clerk.
Advertising Bureau—G. A. Hazzard, Advertising Agent.
Miscellaneous Bureau—M. A. Peck, Head Clerk.
Claims Bureau—W. J. Quinn, Head Clerk.
Solicitation Bureau—C. W. Coffin, Head Clerk.
Payroll Bureau—F. M. She'ck, Head Clerk.
Statistical Bureau—E. F. Philbrick, Head Clerk.
Prepaid Order Bureau—J. E. Driscoll, Head Clerk.
Train Service Bureau—T. A. K. Fassett, Head Clerk.
Stenographic Bureau—Miss C. E. Weber, Head Stenographer.
File Bureau—F. B. W. Johnston, Head Clerk.

There are now about 90 employees in the General Passenger Department.

Not Too Altitudinous

A passenger dressed in his best and carrying a brand new bag, and obviously more familiar with a plow than a Pullman, inquired at the Lackawanna ticket office in Hoboken for "a place to sleep for the night," explaining he was "going on a long trip to Chicago."

"I can sell you an upper berth," said the ticket agent.
"How far up?" asked the traveler.
"Only one flight up."
"All right, I'll take one."—Pullman.

COOLIDGE HAS PRAISE FOR TRANSPORTATION ACT

In the course of a discussion of railroad problems at Manchester, N. H., September 11, 1920, when he was Governor of Massachusetts, President Coolidge made the following statement in praise of the Transportation Act:

"The time came for a return of the railroad property to its owners. That was accomplished by the transportation act of the present year. Undoubtedly it is not perfect and experience will show it can be improved, but as a great constructive piece of legislation, intended and suited to provide needed facilities of transportation on a sound basis, it cannot be too highly commended."

"It strives to be fair alike to stockholder, to shipper and to employee. To appreciate the magnitude of the problem it is only necessary to remember that the value of this property dealt with was \$20,000,000,000 and that directly and indirectly the result affects every inhabitant of the nation."

"This property has been restored to its owners and what is believed to be adequate revenue provided for its support and enlargement. If this proves true, the final effect on the business of the nation will be tremendous. If the great business of transportation is prosperous it will bring of necessity prosperity to so many enterprises that a general prosperity will abound. This has always been a Republican policy."

OPERATOR ON THE LOOKOUT DURING HEAVY STORM

J. J. Stinson, operator at Palmdale on the San Joaquin division, has been commended by both Superintendent Donnatn and the local press for the exceptional service he recently rendered the Company.

"Jack" feared that a heavy cloud-burst had damaged the main line south of Palmdale. A hurried drive over the flooded highway brought him to the heavy storm point in the foothills where he joined the section foreman in making sure that the roadbed was in safe condition and otherwise interesting himself in the Company's welfare.

BROOKLYN AGENT'S FORCE PICNIC AT OAKS PARK

The Oaks Park, near Portland, was the scene of a Southern Pacific picnic on Wednesday, July 18th. After the close of business, the employees of the Agent's Office, Brooklyn, gathered there with their families. Agent W. E. Burks presided over the affair and, following the serving of a delicious picnic supper, gave an interesting talk on loyalty to the Company and co-operation among its employees. The balance of the evening was spent in games, swimming and attending the various amusement concessions at the Park.

Sad Task Is Performed by Southern Pacific

President's Special, Greeted at San Francisco by Joyous Throng, Leaves That City in Solemn Silence as a Whole Nation Mourns

ON Sunday morning, July 29, the special train of President Warren Gamaliel Harding, completing its run over Southern Pacific Lines from Portland, reached San Francisco Third Street Station.

Friday evening, August 3, that same train left Third Street for Washington, D. C., bearing away the body of the man who but a few days before had been welcomed with all the hospitality that has made San Francisco noted. The train and its distinguished passenger had been greeted on its arrival with applause and music. Draped in black it departed in silence, moving gently inch by inch, barely creeping from the train sheds, while a sorrowing throng looked quietly on.

As soon as the death of President Harding became publicly known, shortly after eight o'clock the evening of August 2, Southern Pacific Company officers gathered immediately under the personal direction of Wm. Sproule, President, and Paul Shoup, Vice-President, and went into conference with the Mayor's committee, and by midnight that night all arrangements had been made for the handling of the funeral train to the east. The railroad officers and the citizens of the city worked in close cooperation in handling many of the details of the ceremonies incident to the departure of the funeral party, in decorating the train and in making special provisions for the comfort of its passengers.

Employees chosen for their records in safe and efficient operation were picked to man the funeral train as it passed over the Southern Pacific Lines to Ogden. A pilot train, consisting of a coach and a business car, in charge of F. L. Burckhalter, Assistant General Manager, Southern Pacific Company, ran twenty minutes ahead of the funeral train between San Francisco and Ogden, in the same way as was done when the Presidential special moved from Portland to San Francisco.

The train of eleven cars drawn by a Pacific type

"HE hath shewed thee, O Man, what is good; and what doth the Lord require of thee, but to do justly, and to love mercy, and to walk humbly with thy God?"

(Scripture selection from Micah, sixth chapter, eighth verse, used in services at capital to characterize the late President)

locomotive was scheduled to leave Southern Pacific's Third Street station at 7 o'clock, the evening of August 2, but departure was delayed until 7:15 p. m. by the ceremonies of departure. It had a run of 840 miles before it over Southern Pacific Lines, to Ogden, where it was scheduled to arrive at 9:05 p. m. F. C. Lathrop, Assistant General Passenger Agent, Southern Pacific Company, accompanied the train to the east.

The train was routed out of San Francisco to Tracy via the Dunbarton Cut-off. Stops between San Francisco and Tracy were made at Newark to cut in a helper engine and at Altamont to cut it out again. A stop of five minutes was made at Tracy and then the run was continued to Roseville, Cal. A stop was made

at Brighton, six miles from Sacramento, for orders and although the hour was late a crowd of between five and six hundred people, a large majority from Sacramento, were on hand to see the train pass. Roseville was reached at 11:40 p. m., where a stop was made for ten minutes to change engines and crews, and to water train. Two Mikado engines were used from Roseville to take the train over the Sierra to Truckee, the highest point being Summit with an elevation of 7018 feet. Stop was made at Gold Run, 46 miles from Roseville, for water, and at Crystal Lake, 71 miles from Roseville, for the same purpose. The helper engine was cut out at Truckee, just over the summit.

No stop was made at Reno, Nevada, but the train slowed down to about four miles an hour in going through the city at 5:50 a. m. Sparks, the division point was reached at 5:55 a. m., August 4, and left at 6:05 a. m.

A Pacific type engine replaced the Mikado at Sparks, and this engine made the run from Sparks to Ogden, 536 miles, with a helper being used between Wells and Moor in Nevada. Stops between Sparks and Ogden were made as follows:

Hezen for water; Inlay for water; Valmy for water and fuel; Carlin to change train and engine crews, to ice and water train, and to water locomotive; Wells, to water and cut in helper; Moore to cut out helper; and Montello, for water.

Ogden was reached at 8:59 p. m., August 4, six minutes ahead of schedule. The elapsed time for the train was 25 hours and 44 minutes, which was 23 minutes faster than the time used by the San Francisco Overland Limited between San Francisco and Ogden, although the San Francisco Overland Limited's route is 58 miles shorter, leaving from Oakland, across the Bay from San Francisco.

It is of interest that the pilot train ran from Carlin, Nevada, to Ogden, a distance of 247 miles without a stop.



Thousands stood in silence as the flag-drapedasket containing the body of President Harding was placed in the car that had been his home on the journey west. General Pershing is seen in the center at salute. A few minutes after the picture was taken the funeral train moved out of the Southern Pacific Third Street station on its way to Washington, D. C.

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This is the last photograph ever taken of President Harding. It was snapped as he stepped from the special train at its arrival at Southern Pacific's Third Street station, San Francisco. Next to him is General Sawyer, his physician, then Geo. B. Christian, his secretary, and Mrs. Harding.

No matter what the hour, the tracks through every town and every mountain hamlet were lined with people as the funeral train passed, and where no stops were scheduled the train slowed down. The crowds were silent and motionless. When the train reached Ogden, the platform between the train and the station walls was jammed with a mass of people. Every inch of space was taken. But not a word was spoken—not a person moved during the twenty minutes the train was there before proceeding on to Washington.

Special From Portland

The same care in handling the train which bore the body of the late President to its final resting place in the east, was shown in bringing President Harding's special train from Portland, where it was received by Southern Pacific Lines early in the morning of July 28. People living along Southern Pacific Lines between Portland and San Francisco had planned to welcome him as the train passed through, and were on hand at every station, but his illness which caused the cancelling of the trip to Yosemite and the direct routing of the train to San Francisco, kept him to his bed.

The Presidential Special made only eight stops on the Portland Division. These were at Salem for water; Junction City, train orders and water; at Eugene to allow Senators McNary and Stanfield to board the train; at

Drain to pick up helper and for water; at Roseburg to change engines; at West Fork to pick up helper and for water; at Grants Pass to cut out helper; and at Gold Hill for water. Engines used were of the 2300 super-heater class.

On the Shasta Division a 2-10-2 locomotive hauled the special from Ashland to Dunsmuir, with Mikados used as helpers between Ashland and Siskiyou and between Edgewood and Deciz. From Dunsmuir to Gerber a "ten-wheel" locomotive was used. Stops were made at Ashland, Siskiyou, Hornbrook, Edgewood, Deciz, Shasta, Dunsmuir, Redding and Gerber.

On the Sacramento Division no stops were made except for a few minutes at Woodland for water and at Sacramento. A Pacific type of locomotive hauled the train from Gerber to Sacramento. From Sacramento the special ran to Tracy and then to San Francisco via the Dumbarton Cut-Off, coming into Third and Townsend.

Crews Handling Train

Train and engine crews which handled President Harding's special train from Portland to San Francisco, and the men who manned the funeral train from San Francisco to Ogden, follow:

Portland to Roseburg: Engineer W. F. Anderson, Fireman R. N. Lowrey, Conductor P. H. Tynan and Brake-

men W. E. Wilhelm and D. T. Stephenson. From Roseburg to Ashland: Engineer R. M. Huitt, Fireman E. E. Colloom, Conductor H. E. Allison and Brakeman A. H. Small and E. H. Howell. Engineer G. T. Bolter and Fireman G. D. Smith were on the helper engine between Drain and Roseburg and Engineer J. M. Trelein and Fireman D. W. James were the engine crew for the helper between West Fork and Grants Pass.

On the Shasta Division Conductor J. P. Kelly and Brakemen A. E. Milmon and G. F. Ward were the train crew between Ashland and Gerber. Engineer G. E. Dickson and Fireman J. A. Stainbrook were the engine crew from Ashland to Dunsmuir, with Engineer J. F. Jickey and Fireman E. P. Sullivan running the helper engine from Ashland to Siskiyou, and Engineer C. E. McComie and Fireman C. K. Brown the helper engine between Edgewood and Deciz. Engineer C. M. Duggan and Fireman B. Bachand took the train from Dunsmuir to Gerber.

Sacramento Crews

The train and engine crews over the Sacramento Division from Gerber to Sacramento were: Conductor C. E. Nichols, Brakemen W. C. Euckaba and L. Bolster; Engineer W. N. McGinnis and Fireman G. V. Allen.

From Sacramento to Tracy, Engineer H. E. Schroeder and Fireman L. J. Mallette of the Stockton Division were the engine crew, and from Tracy to San Francisco the engine crew was Engineer P. D. Hunter and Fireman J. E. Lea of the Western Division. Conductor H. A. McPherson and Brakeman F. G. Talbot and M. E. McLain of the Stockton Division were the train crew between Sacramento and San Francisco. Engineer J. F. Finn and Fireman E. Batchlor were the crew for the helper engine on the Western Division.

Train and engine crews from San Francisco to Roseville for the train bearing the body of the President to the east, were Conductor E. P. Selby, Brakemen S. P. Cameron and A. B. Finney, Engineer P. D. Hunter and Fireman B. L. Giggley. Engineer E. W. Wilson and Fireman E. Bell formed the crew for the helper engine between Newark and Altamont.

On the Sacramento Division from Roseville to Sparks, the train and engine crews were Engineers T. A. Wright and J. B. Starbuck, Fireman C. G. Gunn and J. H. Smith, Conductor Daniel Lord, and Brakemen J. H. Seed and W. Huckaba.

On the Salt Lake Division the train and engine crews from Sparks to Carlin were: Engineer G. W. Davis, Fireman J. C. Preston, Conductor B. M. Morgan, and Brakemen J. L. Seifert and O. D. McKimmon. From Carlin to Ogden they were: Engineer R. A. Walker, Fireman J. L. Lewis, Conductor H. Bagley, Brakemen H. Schwenson and L. J. Hicks. The crew of the helper engine between Wells and Moore were Engineer W. R. Jude and Fireman E. J. Butson.

Beating Records in Handling Heavy Traffic

Industry, Agriculture and General Business are Calling on the Railroads to Handle the Heaviest Traffic Load in Their History

IN the first six months of 1923 the railroads of the United States carried the largest tonnage ever handled in any six months of their history.

The railroads loaded more than 4,000,000 freight cars in both May and June this year. Although this was the heaviest traffic ever carried by American railroads in a similar period, the car shortage, which had continued since the fall of 1922, was wiped out and replaced by a car surplus.

Despite this record-breaking movement, the number of freight cars in good repair and immediately available for use continued to increase so that on July 31 a surplus of 76,453 serviceable freight cars was recorded. The surplus was attained in spite of the fact that for the week ending July 28 there were loaded 1,041,044 freight cars, the largest number for any week in the history of the country.

This was accomplished by efficiency of railroad operation, probably never before equaled. Team work played a big part—team work among the railroads, between the railroads and the shippers, and between the management and men within the various individual railroad organizations.

A Goal is Set

In meeting the heaviest transportation demands in American history with increased service the railroads appealed to the sporting instinct of all concerned. They fixed certain definite high standards of operating efficiency and then set out to beat them, just as a golfer attempts to beat "par" or a baseball player tries to beat a batting average of .400.

A plan of action was agreed upon by the member roads of the American Railway Association and the Association of Railway Executives early this year. Here's what they decided to aim for:

1. Eighty-five per cent of locomotives in serviceable condition by October 1, when the season's heaviest traffic starts.
2. Ninety-five per cent of freight cars in serviceable condition by October 1.
3. Thirty tons of freight as the average carload.
4. Thirty miles per day as the average car movement.

Here's the progress toward this goal that has been made by the railroads in general and by Southern Pacific Company's Pacific System, which serves the states of Oregon, California, Nevada, Utah, Arizona and New Mexico.

In getting their motive power into the best of condition the railroads as a whole increased the number of ser-

HEAVER loading of cars in June, 1923, had the effect of adding 4,000 cars to the supply available to shippers.

Prompt loading and unloading of cars assisted Southern Pacific in increasing the daily average mileage of freight cars to 41.3 for the first six months of 1923 as compared with 31.9 for the same period of 1922 and 33.6 in 1921.

Shippers have had more cars to use because each car has been made to do more work.

serviceable locomotives from 75.9 per cent on January 1 to 83.8 per cent on July 1, almost to the 85% goal.

By July 1, Southern Pacific had 86.30 per cent of its locomotives in first class condition and available for immediate service.

The railroads as a whole increased the number of freight cars in serviceable condition from 90.5 per cent on January 1 to 91.6 per cent on July 1.

Southern Pacific made another outstanding record in this work, increasing the number of serviceable cars from 94.3 per cent to 96.6 per cent, thus beating the national goal. This reduction in bad order freight cars by the Southern Pacific means the adding of 80% serviceable cars to the supply available to shippers. Compared with conditions two years ago this single element of increased efficiency means 1961 more cars available at the end of June, 1923, than at the same time in 1921.

Progress made by the railroads in repair of rolling stock is indicated by the fact that 38,000 repaired locomotives were turned out of the railroad shops each month during the first six months of 1923 as compared with 21,000 per month during the same period last year.

The heavy loading of cars for all railroads increased from 27.8 tons in April to 28 tons in May, the latest month for which complete data are available. This is the highest mark for any May since 1917. The goal set is 30 tons.

Southern Pacific is establishing a striking record in heavy car loading. Its accomplishment may hardly be measured by the goal set for all the railroads because a large part of the tonnage carried by Southern Pacific is light loading perishables, a full car of which averages about 14 tons.

Southern Pacific carries comparatively little coal, iron or other heavy loading commodities that comprise a large part of the tonnage on eastern roads. Yet Southern Pacific obtained an average net tonnage per car load of 28.6 tons, thus beating its good record of 26.6 tons for the same period of 1922 and 24.9 tons in 1921. In June this year Southern Pacific's average was 27.1 tons or 1.1 tons heavier than the average load in June 1922. This increase had the effect of adding 4,000 cars to the supply available to shippers.

Keeping Cars Moving

Making progress towards the goal of 30 miles per freight car per day, the railroads increased the average daily movement of freight cars from 27.9 miles in April to 28.6 miles in May, as compared with 22.7 miles in May, 1922. This increase of one mile in the average movement is equivalent to adding 100,000 freight cars to the country's available car supply.

Southern Pacific made a striking record in movement of cars, obtaining an average daily mileage of 43 miles per car for the first six months of 1923 as compared with 31.9 miles in the same period of 1922 and 33.6 miles in 1921.

The combined effect of the Southern Pacific's heavier loading and greater daily mileage of cars resulted during the first six months of 1923 in each car hauling each day the equivalent of 644 tons of freight one mile, an increase of 151 tons or 30.6 per cent over 1922, and 134 tons or 26.3 per cent over 1921. Shippers had more cars because each car was made to do more work.

Shippers and consignees contributed to this result by their cooperation with the railroads in heavy and quick loading and in prompt unloading of cars.

Besides making successful efforts to increase their operating efficiency, the railroads from January 1, 1922 to March 15, 1923 either actually expended or authorized the expenditure of approximately \$1,540,000,000 for equipment and other facilities. In the first six months of 1923 the railroads placed 79,240 new freight cars in service and 1998 locomotives. On July 1 a total of 96,855 freight cars and 1902 locomotives which had been ordered were yet to be delivered.

Southern Pacific is making delivery this year for the Pacific System of 50 locomotives of the latest and most powerful type, in addition to a similar number, costing \$4,000,000, delivered last year. Other rolling stock ordered for the Pacific System this year, including 4225 new freight cars but excluding new refrigerator cars, will cost more than \$12,000,000. For the movement of perishables

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the Pacific Fruit Express Company, owned jointly by Southern Pacific and Union Pacific, has ordered 5030 new standard refrigerator cars which will cost \$18,000,000, in addition to the 3300 which were ordered for last year but which were not delivered until after the peak of last season, owing to disturbed industrial conditions. Altogether it is estimated the car supply for perishables will be increased by the peak of this season, 50 per cent over 1922.

The company's improvements in other directions this year keep pace with its great increase in equipment. Many millions are being spent on double tracking, new ballasting and heavier rails over stretches on the Pacific System from Portland, Ore., to El Paso and from San Francisco to Ogden. Terminal structures and yards, shops, tunnels, bridges, rock-crushing and crosscutting plants, and storage facilities are being built or enlarged.

Southern Pacific's physical properties, always well maintained, are being substantially improved. The efficiency of the organization that operates it has been further increased. Southern Pacific is striving for the high standard of service that strengthens and stimulates industry along its rails. In this endeavor it asks the continued cooperation of its patrons.

OGDEN NEWS NOTES

By F. J. Bartonek

Earl Pingree, Timekeeper, reports a new "timekeeper" at his home. The timekeeper bureau is living up to the late President Roosevelt's ideas. More glory to them. Vacations are being spent as follows: Theresa Fring, Comptroller, Bureau, at Yellowstone Park; H. H. McCoil, Head Timekeeper, at various eastern points; L. J. Mann, Assistant Division Accountant, to Chicago and Detroit; F. L. Crouch, Head Material Accountant, visiting relatives in Ohio and Iowa; and F. W. Smith, Material Accounts Bureau, in California.

Those who have returned to their work from vacation are: Marie Broeske, stenographic bureau, spent in California; Miss Gerner, Head Stenographer, Bear Lake and Fish Haven, Idaho; A. D. Kingsford, Assistant Head Clerk, maintenance of way and structures bureau, spent in California; and Earl Pingree, Timekeeper, at Reno and Lake Tahoe.

Joseph Dies, Chief Clerk in the Division Storekeepers Office and Miss Marguerite Stubb, Stenographer in the same office state a march on their friends, and were quietly married, July 1, 1923, the news not leaking out until a couple of weeks later. They were presented with several pieces of silverware and cut glass by the fellow employees. A very interesting loss and Damage Prevention Meeting was held by the Salt Lake Division Engineers in the form of the Conference room of the Chamber of Commerce on July 19th under the Chairmanship of R. G. Faehn, Superintendent of Freight Protection. It is to be hoped that more employees who are able, will attend these meetings in the future.

Great interest is being manifested by Salt Lake Division Engineers in the conservation of the best fuel conservation paper, and we confidently expect to carry away some of the money.

New York Definitions

Stoic: De boid dat brings de babies.
Cynic: De place where you wash de dishes.—Exchange.

The People Own The Railroads

Slashing of Railroad Valuations Will Wreck Credit of Country, Says Traffic Expert

By JOS. H. DONNELL,
Traffic Counselor, La Salle Extension University.

In this article which appeared recently in the Trade & Transportation Bulletin, La Salle Extension University, Mr. Donnell points out the significant facts that the average American citizen is an indirect part owner of the railroads of the country and that 10 billion dollars cannot be arbitrarily slashed from their valuation without seriously undermining the credit structure of the country.

THOSE who are endeavoring to reduce the valuation of railroad properties from \$19,830,000,000 to \$9,800,000,000 through the simple expedient of arbitrarily striking off ten billion dollars, would do well to pause and reflect on the certain disastrous effect of such action. It would be singular, indeed, if any man were to go to considerable expense in determining the value of his personal estate and then for no good reason, willfully destroy more than fifty per cent of the securities, properties and other assets comprising his estate. Would it not be quite natural to question his sanity? Doubtless we would question it, register disapproval of his action and let it go at that. But suppose this same man were the trustee of an estate and followed the same course with properties that belonged to other people. It is reasonable to assume that his action would provoke a storm of protest from every quarter and quite properly so; and yet, impossible as it may seem, this is virtually what is being attempted at the present time in connection with railroad properties.

The railroads of the United States belong to the people of the United States. There are literally millions of railroad investors scattered throughout the land. There are also several hundred thousand stock and security holders and, indeed, almost any man or woman who owns a life insurance policy is indirectly a part owner of a railroad. Haley Fiske, President of the Metropolitan Life Insurance Company, is authority for the statement that the Metropolitan Life Insurance Company alone has \$226,000,000 invested in the securities of railroads. What is true of the Metropolitan is proportionately true of the many other insurance companies writing the various types of insurance, trust companies, banks, industrial firms and individuals.

Some ninety millions of dollars have already been expended by the Government and the railroads in arriving at a correct valuation of rail properties and this work has been carried on by the Division of Valuation, a department of the Interstate

Commerce Commission. The various railway books and records from which the necessary information has been secured have been kept under a system devised and enforced by the Commission and subject to its rigid inspection.

Is this vast sum of money and the years of constructive labor incident to the valuation to be literally discarded in order that ten billions of dollars may be summarily taken from railroad investors and from the credit structure of the country?

A Fred P. Thom, General Counsel of the Association of Railway Executives, in a very able discussion of this question before the National Association of Credit Men, said among other things:

"The ten billions of dollars of value which it is proposed to take away from the railroads are somewhere in the credit system of our country. Directly or indirectly, this vast sum is represented in the assets of insurance companies, of savings banks, of business institutions of all kinds, and of a great multitude of individuals. When it is taken away from the railroads, it is automatically withdrawn from the support of the present credit structure."

"Disaster cannot come to the railroad industry alone and leave the other great industries on our land or the people themselves unscathed. There can be no such thing as credit, business or economic isolation of a single essential industry."

While we hold no brief for the carriers, we believe that in order to preserve and serve the public interest it is necessary to recognize facts from whatever source they emanate, and the truth is that in this case the interests of the carriers and the public are identical. That the general public as well as shippers would be disastrously affected by this wholesale scaling down of railway valuation is obvious.

MORE S. P. AGENTS WHO HAVE LONG ACCURACY RECORD

In addition to the long list of agents published in the May Bulletin as appearing on the Roll of Merit for twelve months or more with correct Accounts Current reports, E. Hickman, Auditor Miscellaneous Accounts, has asked that the following names be mentioned:

F. L. Kirby, relief agent, Portland Division; A. B. Sisson, relief agent, Coast Division; T. G. Wright, agent, Chas. Levin, cashier, and Wm. L. Hunter, chief clerk, all of the Nogales freight station.

BOSTON AGENCY SERVES INDUSTRIAL CENTER



Boston General Agency office force. Standing, left to right—Traveling Agents, A. H. Boyd, H. F. Wellman, J. A. Kennedy and J. C. Foley; E. S. Leavitt, General Agent; F. F. B. Converse, City Passenger Agent; S. C. Rablin, Ticket Agent; J. J. Conney, City Freight Agent; F. F. Anderson, Assistant Ticket Agent; D. C. Chapman, Chief Clerk. Seated—E. F. Mawhinney, Freight Clerk; Lois A. Robbins, Ethel B. Park, Irene G. Johnson, and Dorothy G. Bergin, Stenographers; T. J. Lucey, Cashier and Assistant Chief Clerk.

By E. S. LEAVITT,
General Agent, Boston

THE Boston Agency of the Southern Pacific Company enjoys the enviable reputation of forty years of continuous service to New England shippers and the traveling public, having been established in 1883 by the late Colonel L. E. Currier as New England Agent. Associated with him was J. H. Glynn who succeeded him and held that position until the time of his death in December 1921, when he was succeeded by the present General Agent, E. S. Leavitt, who served several years' apprenticeship under the direction of both these former agents.

The territory under the jurisdiction of the Boston Agency comprises the New England States as well as the Canadian Provinces east of Montreal, P. Q., including Prince Edward Island and Newfoundland.

New England enjoys the reputation of nearly 300 years of continuous industrial growth and its present unparalleled business activity and wealth tends to inspire confidence in the future. While new industrial cities have developed in Western States, New England has steadily maintained its commercial and industrial supremacy in those trades in which for generations they have been pioneers and leaders. The development of the nation has been largely due to New England capital and enterprise.

ACROSS the continent in the New England States Southern Pacific's interests are being fostered by the traffic organization under E. S. Leavitt, General Agent at Boston. In this article Mr. Leavitt described the resources of the territory served by the Boston General Agency and tells other interesting facts that should be of particular value to traffic representatives elsewhere on Southern Pacific Lines. Next month we will drop down into the Southern States and learn more about the agency at Birmingham, Alabama, under General Agent S. J. Brown.

miles. While much of it is wilderness, cities and towns are situated widely apart with the result that long distances are encountered by our traveling representatives covering this section. The population of the Canadian Provinces is estimated at 3,600,000 with a total of 7,019 miles of railways.

First Railroad

Probably few of the present generation realize that the State of Massachusetts enjoys the reputation of having had the first railroad in operation in the United States which was constructed and opened for traffic in Quincy, Mass., in 1827. In 1840 there was a total of 301 miles of railways in this State. At the present time there is a total of approximately 2135 miles.

The chief products of New England are manufactured products, very little agriculture being carried on except dairying and the production of apples and potatoes.

Some of the principal products of the New England States are canned sardines, Maine canned corn, canned blueberries, paper, granite, drugs and medicines, textile shoe and electrical machinery, wool and cotton fabrics, rope and cordage, boots and shoes, pulp, fireware, soap, rubber goods and many other commodities.

The Canadian Provinces produce

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large amounts of dried and canned fish, asbestos and paper.

At Beverly, Mass., is located the largest shoe machinery manufacturing plant in America, if not in the world.

At Plymouth, Mass., is located the largest rope and cordage manufacturing plant in this country.

At Lowell, Lawrence, Mass., and Manchester, N. H., are located the largest wool and cotton industries in America.

Waterville, Me., has the largest manufacturing plant of fibreware, such as pie plates, etc., in the country, employing several hundred people. There are also very large paper mills located at Cumberland and Millinocket, Me.

Space does not permit further mention of the many gigantic industries located in this territory.

Maine leads all states in the manufacture of paper; New Hampshire is second.

Famous Maple Syrup

Vermont has been made famous by its production of maple sugar and syrup. Few realize the production of this commodity averages 6,000,000 pounds of maple sugar and 600,000 gallons of syrup annually or approximately one-sixth of the entire supply of the United States. This state is also famous for its granite and marble quarries and produces large quantities of talc and slate.

Connecticut is famed for its large manufacturing plants, principally of hardware and brass, iron and steel articles. Large quantities of tobacco are grown in the Connecticut Valley.

Rhode Island is famous for its cotton industry and other manufactures of considerable magnitude.

The principal railroads serving the New England States are the New York, New Haven & Hartford; Boston and Albany; Boston & Maine; Maine Central; Central Vermont; Bangor & Aroostook; Rutland, Grand Trunk and Canadian Pacific.

The South Station Terminal at Boston is the terminus of the Boston & Albany and the New York, New Haven & Hartford. The Boston & Maine Station is known as "North Station," located about a mile distant across the city. Transfer may be easily made by the elevated or subway trains or by taxi.

Historical Points

Among the most interesting of historical points in New England, of which there are many, are Plymouth, Lexington, Concord, Salem and Bunker Hill. There are numerous sight-seeing busses in operation from Boston to these various points of interest by which tourists may visit at a nominal expense.

New England is widely known for its educational institutions, some of the principal being Harvard and Yale Universities, Massachusetts Institute of Technology, New England Conservatory of Music, Dartmouth, Wel-

Hospital Promotions



Dr. W. B. Coffey, recently appointed Assistant Chief Surgeon, is shown above. Dr. J. H. O'Connor, center, is now Division Surgeon, and L. W. Eib, below, has been promoted to Secretary and Assistant Manager.

IMPORTANT promotions in the Hospital Department have been announced by Dr. F. K. Ainsworth, Chief Surgeon and Manager, made necessary by enlarged work of the department and as rewards for efficient services.

Dr. W. B. Coffey, formerly Division Surgeon, is appointed Assistant Chief Surgeon. He has been in the service of the Southern Pacific since 1896.

Dr. J. H. O'Connor, who has been with the Company since 1897, has been appointed Division Surgeon.

The duties of L. W. Eib have been enlarged to include those of Assistant Manager as well as Secretary. Mr. Eib entered the service of the Company as an office boy in the Hospital Department in September, 1901, and later became Stenographer and Clerk in the office of Chief Surgeon. In December, 1915, he was appointed Secretary of the Hospital Department. His recent appointment as Assistant Manager is another step upward.

esley, Smith, Simmons, Mt. Holyoke and other high grade colleges and preparatory schools.

New England also boasts some of the finest mountain, lake and seashore resorts in America. In Maine and New Hampshire are many seashore and mountain resorts acknowledged

to be the finest and most attractive in the East. Maine, on account of its vast forests and game reserves, is termed "The Hunters and Sportsmen's Paradise."

Boston is considered the metropolis of New England and enjoys a reputation of being the second largest wool market in the world and is the headquarters of the most important wool and cotton industries in the country. It is also the largest center and market of allied shoe and leather industries of the world.

Boston has a magnificent harbor approximating in area 30,000 acres and is capable of accommodating the largest ships afloat. Also the largest dry dock in the country, the S. S. Leviathan having recently been dry-docked for inspection. The second largest army base in the United States is located here. It is estimated there is approximately 40 miles of berthing space in Boston Harbor.

Importance of Harbor

The foreign trade of this port places it among the first five ports of the United States. It is rated as the most important fish port in the western hemisphere and has most up-to-date facilities for serving this line of industry. The largest fish freezing and fish cold storage plant in the world is located here.

Boston boasts of the largest wool warehouse in the country where more than 100,000,000 pounds of wool can be accommodated.

Within a 30-mile radius of Boston there is a total of 847 miles of improved macadamized roads and there are 10,627 acres of public parks considered by many, the most attractive and extensive in America.

It is estimated there are over 6,000 manufacturing concerns located in Metropolitan Boston in addition to several thousands scattered throughout New England.

Boston has the distinction of having some of the oldest and strongest financial institutions in the United States and the Boston Clearing House ranks second only to New York in the number of checks cleared.

Metropolitan Boston produces annually approximately \$1,300,000,000 worth of manufactured articles.

There are many comfortable and home-like hotels and innumerable points of interest in Boston and New England which tourists may enjoy, and certainly no trans-continent trip is complete without including New England in the itinerary. Our patrons should be informed that the Boston Agency will be only too glad of the opportunity of extending any assistance possible in connection with their sojourn and thus demonstrate that Southern Pacific Service also prevails in "Old New England."

Srs. Neighbors: "But isn't your son rather young to join the army?"

Mrs. Malaprop: "Well, he is very young, but then, you see, he is only going to join the infantry."—Houston Post.

"AFLOAT" ON GREAT SALT LAKE



A feature of the outing of Ogden and Salt Lake employees at Saltair was the "floating" party in the Great Salt Lake. This picture shows just a small group of the joy-makers at the Saltair Amusement Park.

A "GET ACQUAINTED" outing party was held at Saltair, Salt Lake City, on August 11th by members of the Southern Pacific family of Superintendent W. L. Hack's office at Ogden and General Agent Press Bancroft's office at Salt Lake City.

"Floating" on the Great Salt Lake was quite a novelty to many from the Pacific Coast who had never had an opportunity to test the ability of the lake to keep one afloat without any effort at swimming. After the "float" party had lunch and then rounded out the day with an evening of dancing.

Mr. Bancroft assigned Mr. Murdock the duty of arranging for the transportation of the visiting Southern Pacific folks, and through the courtesy of the Bamberger Electric Line and the Garfield & Western, owner of

the Saltair amusement park, the outing was made even a more complete success.

The Ogden party was met on its arrival at Salt Lake by the delegation from Mr. Bancroft's office and was taken by two special street cars to the Garfield & Western Station. No transportation was required, both lines arranging for the identification of the party members by a badge indicating they were the guests of the two companies.

The members of the party were also identified by badges provided by Mr. Bancroft bearing the words "Members of the Southern Pacific Family."

Another joint outing party is being planned before the summer season closes. This party will probably be held at the Hermitage, a beautiful resort in Ogden Canyon.

FUEL SAVING TROPHY WON BY STOCKTON DIVISION

Stockton Division has been awarded the silver trophy cup symbolizing efficiency in fuel conservation during the second quarter of this year.

The decision was made only after a very exhaustive examination of the showing of several other divisions whose performances in fuel conservation were so good that it left any one of about level divisions as the possible winner. Coast Division was the nearest competitor to the Stockton Division, with the Shasta, Salt Lake and Portland Divisions being close contenders.

The success of the Stockton Division was the result of cooperation of the finest type on the part of the entire organization," says J. N. Clark, Chief Fuel Supervisor. "This division with practically no changes in the character of power has effected a saving in freight service from month to month for more than two years and has also made a remarkable saving in passenger service during the same period. Nothing but thorough team work and the closest cooperation between officers and employees could accomplish such results."

The cup is awarded at the close of each quarter and the division winning it three times becomes its permanent owner. The Stockton Division is now the permanent possessor of the previous trophy, a banner which was won three times after a keen contest.

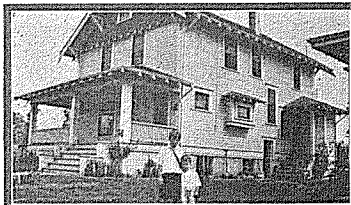
FAMILY FINANCES PRESSED; WIFE WANTS MENDING

The wife of a Southern Pacific employee at Oakland has hit upon a novel plan to help tide over an emergency period in the family finances. She has established "The Mending Place" at 4106 Montgomery Street, Oakland, and is ready to guarantee her work in repairing all kinds of men's shirts, especially silk shirts, turning collars and cuffs, and in mending children's clothes. Garments may be either mailed to or left at The Mending Place and will be returned within one week.

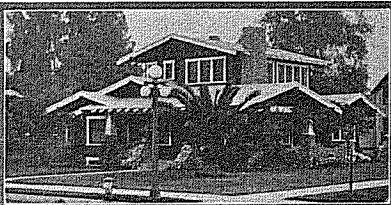


Ogden and Salt Lake Southern Pacific employees who recently held an outing at Saltair. After Reading Your Bulletin, Pass It Along

A HOME THAT'S OWNED IS SIGN OF SUCCESS



A.G. JOHNSON, PORTLAND.



A.A. MILLER, KINGSBURG, CAL.



STANLEY P. WARD, BERKELEY.



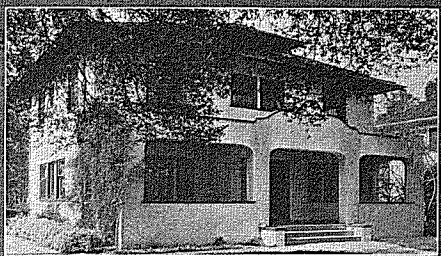
F.W. ROYAL, SALEM, ORE.



W.J. BERWICK, LOS ANGELES.



W.M.J. CLEMENS, LOS ANGELES.



F.W. WEISHING, PALO ALTO.

Homes that are the pride of Southern Pacific employees.

BE LIKE A BEAVER, BUILD AND OWN YOUR HOME

By W. J. BERWICK,
Gang Foreman, Los Angeles Shops.

IT was in the year 1905 that I started to work for the Southern Pacific Company, for thirty-seven and one-half cents an hour. Paid once a month.

In 1906 we bought a lot and a four room California board shack, for \$1100, a small payment down and the balance so much a month.

In 1909 we had the place paid for. Well, we felt that we had a home of our own, and I was getting a little better pay by this time, so we thought it would be nice if we had a little better house, but we did not like to go into debt again.

IN THE accompanying articles Southern Pacific home owning employees tell in brief messages to their fellow-workers of the satisfaction in being their own landlords. The articles are inspirational and radiate a feeling of optimism and contentment that should prove encouraging to other Southern Pacific people who are planning to build or buy homes.

My wife and I talked it over. "Now," she said, "you are a mechanic, why can't you build it?"

"Well," I answered, "I am not a brick layer, carpenter, lather or a

plumber. I have never done a stroke at any one of these trades, but by Heck, I will do it."

So we started with no money. I dug the trench for the foundation of the house 26x40 feet and on pay day I bought 1000 bricks and some mortar and we started to lay brick. It was very slow at first but every day I got faster at it. It did not take long to build a wall 26x40 by 2 feet high, that a bricklayer told me was just as good as he could have done himself.

Now, I could rest until next pay day for all our money was spent for the bricks. Pay day came around on the twentieth and I got enough lumber to start two rooms. That kept me busy until next pay day, and so on. In about three months I had

two rooms and a screen porch so we could live in them, for I had to pull down the old house, as it stood inside the foundation of the new one.

By this time I could saw to a line and could make a little better headway. I was learning fast for I could not afford to spoil a single piece of lumber. My greatest trouble was getting things cut too close for length. You bet, I had to use a file a great many times.

By buying \$25 worth of lumber each pay day I had time to make a good job of it.

And so I worked along. \$25 worth of lumber each month until I had six rooms, with the siding and roof all on. Now, we wanted a fireplace. I thought I was up against it but I got the bricks and mortar and started. I got along fine.

We were now ready for the lathes and plaster. I thought that would be the easiest thing of all. On pay day I bought the lathes and put them on. Next pay day I bought the plaster but I did not put it on, although I tried hard. I knew the ceiling should be plastered first, so I got the mortar mixed and the scaffold up. I got up with a couple of buckets of mortar and a trowel, and started. The first trowel full fell on my head, I thought that cannot be right, I did not press hard enough, so up went another trowel full. I pressed or rubbed too hard for I shoved it through the lathes. So when the two buckets were empty, I had one bucket of mortar on my head and face and the other in the gutter. I gave it up, that was not a machinist's work, anyhow. I hired a man to put it on. That was the first and only money we paid out for labor. It took two months to pay for that, too.

Now we were ready for the inside finish. I could not get much for it cost so much more, but this was finer work and took considerably more time, for my tools consisted of a saw, an old wooden plane, a square, a hammer, and last but not least a file, which was my most used tool.

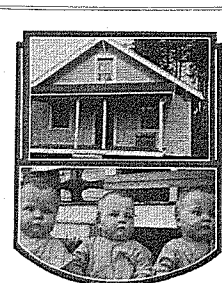
My wife held the light for me and tried not to hear the machinist language I sometimes used.

So after several months more, by buying material just as we could pay for it we had our house finished and when the last nail was driven, the last cent was paid, and we had a nice six room house, well built and well finished.

Three 12x12 bedrooms; living room, 12x14; dining room, 12x14, with built in effects; 12x12 cabinet kitchen; 7x12 sleeping porch; 7x7 bathroom.

By mixing my own stains and paints I made a saving of over one half the cost, and by doing my own wiring and plumbing was a saving of two thirds the cost.

As I said before, I had no money and knew nothing of the building trades, but I was a machinist, young and in good health, and had a good wife who would make her old dress do a while longer and patch my pants, which was often.



HERE'S the home and three reasons for homebuilding. Very persuading reasons they are, too.

The house is that owned by H. E. Ewer, Engineer, Assistant Superintendent's Office, Portland. The babies are triplets and their names are Florence, Elizabeth and Laura.

Through lack of information, it is impossible to tell the Bulletin readers which baby is Florence, Elizabeth or Laura. They look alike and it is probably hard for Mr. and Mrs. Ewer to tell them apart. Florence, no doubt, will get Laura's spanking some day, and Elizabetha may get rewards for good behavior which might rightfully belong to her two sisters.

tions had been placed, thereby stopping rent payments.

In a few years we had made payment in full for the material of our cottage and had accumulated \$300. I found an opportunity to buy a 50 acre farm for \$2000, but had to make an initial payment of \$800. I borrowed \$500 and went in debt for \$1200. At once I commenced improving this acreage by setting out prune trees until after three years I had 15 acres in thrifty young prunes. I afterwards sold this farm for \$5000.

Selling our cottage in Ballston we moved to Salem and we are now living in a cozy bungalow.

We also have bought, since coming to Salem, a 20 acre place ("Twin Oaks"). Here we raise strawberries, loganberries, cherries, prunes and walnuts as well as garden vegetables and other fruit. This place I have rented on shares.

We now own, besides this property, another home in this city and another 20 acres near Sheridan, Oregon.

How did I manage it? I would say: taking a chance, using good judgment, improving and making desirable the property bought and carefully and systematically saving and avoiding unnecessary luxuries. Going in debt puts a man on his mettle and he accomplishes that which often is deemed impossible. The co-operation of the family in ventures of this character is also essential.

I lay no claim to being a super-man or of being possessed of any special business acumen for any one having a steady income at reasonable rate, can do as much or more.

SOUGHT REFUGE FROM THE LANDLORD WORRY

By O. C. MITCHELL.

Auditor Misc. Acc'ts. Office, S. F.

TO obtain a refuge from high rents and landlords who were not sentimental in the year 1906, just after the big fire, I concluded to buy two lots at twenty-five dollars down and five dollars a month each in what was then the outskirts of Alameda, and started paying for them out of my wages.

Securing a carpenter, we built a shack of one room, into which I moved my furniture according to a previous plan and installed my wife and two months old baby, borrowing a tent for a woodshed. The expense of building and moving was paid for out of my wages partly and the balance from money I had saved before marriage. The shack was built of rough boards, except the windows and door, malthoid roofing, malthine paper for walls with laths over the cracks. The rough board floor ruined our maid Inoleum. Material cost \$60.00, carpenter, two days \$10.00.

Later on, with the help of my wife's brothers, I added a kitchen to the back wall of the shack, bringing the cost of the two rooms up to \$115.00 not including my own labor, which was about \$85.00.

We lived in the shack a year, then

When I got through I had as much money as when I started. That was none. But we had our home paid for and what I learned about the building trades paid for my labor.

I did not lose one hour from work in the S. P. Shops while doing this. It took me over a year to finish the house, but I made about \$230 per month in my spare time and got a home of my own.

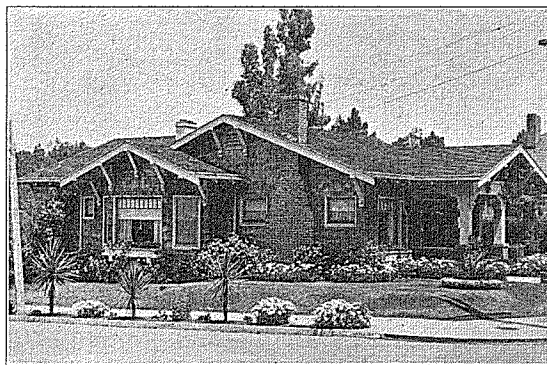
The Southern Pacific is paying good wages to their employees, just double the wages and shorter hours than when I started to build my home. Let us all own our homes. The landlord may not like it but we will. Let us be like the beaver, build and own a house.

TAKING A CHANCE ON DEBT STEP TOWARD HOME

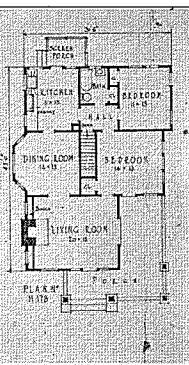
By F. W. ROYAL,
B. & B. Department, Salem, Ore.

MY first home was a six room cottage on a half block of land in the little town of Ballston, Oregon, where my wife was agent and I a section hand. I built this cottage during evenings after working hours and Sundays, moved into so soon as the roof was on and before any parti-

After Reading Your Bulletin, Pass It Along



Detailed working drawings of this attractive bungalow home may be obtained from the National-American Wholesale Lumber Association, 620 S. Michigan Boulevard, Chicago, for \$1.50. This is another of the series of modern homes and floor plans which have been appearing each month in the Bulletin in connection with the "Own Your Own Home" campaign.



were offered the loan of enough cash to pay up balance due on lots and to build a new standard building of four rooms, six foot basement, large porch, laundry and bath room and two clothes closets and front hallway. With the help of my wife I drew plans and pictures of the house I desired.

I decided to build by contract, as I would know just about what I would have to pay. I ordered the house well built, but plain, of three lap and valley siding, which have given good service.

I secured the cash to build from a relative, at a low rate of interest, on the strength of a note of a relative for about an equal amount.

When building I consulted frequently with the head clerk of my bureau, R. E. Currie, who gave me some valuable tips on building. As the family grew larger a sleeping porch of two rooms was added. So now have seven rooms. Planted fruit trees, berry vines and shade trees right at the start, so now have a model home.

PAID OUT ENOUGH RENT TO MORE THAN BUY HOME

By A. G. JOHNSON
Asst. Head Timekeeper, Portland

AFTER having paid rent for several years, which I estimated would have been sufficient to have purchased a home of my own, I decided to buy a place.

Of course, the best way to buy anything is to pay cash. However, this is sometimes rather difficult to do and in my case happened to be impossible. It was necessary that I find a suitable place that could be handled by a payment down of a few hundred dollars, and monthly payments that I could meet without difficulty. I also wanted

a place, that if necessary, I could dispose of without a loss.

I finally found such a proposition. There is considerable satisfaction in owning your own home; for one thing I am not living with the continual expectation of having to move at the convenience of a landlord.

GET ABOARD HOME BUILDING SPECIAL OF S. P. FOLKS

By J. G. CRAIN
Car Dept., Los Angeles Shops

MOST workmen go in and out year after year, nothing in sight only good times, they call it. Listen men, a Merry Go Round travels as many miles in a year as a transcontinental train but it does not go any place. Get the point, don't be in that class, buy a lot, build a small house, and add to it later. Make a home for yourself and family which you can enjoy in later years. Throw away your hammer and buy a home. Get aboard the Southern Pacific Home Building Special and go some place. Be a booster.

With \$1250 cash I started making payments on a large, two-story house, eight years ago. Three large trees had up-rooted the sidewalk, also blocked the sewer. The yard was littered with rubbish and knee deep in weeds. I cleared the property as soon as possible and now have the home paid for.

In addition have just completed a five room cottage on rear of lot which rents for \$45.00 per month. Value of place at present \$12,000. Front house has 10 rooms, rear 5 rooms, lot 50x150.

All this has been done with the assistance of a good wife as partner, who buys sugar, flour, and potatoes by the sack or 100 lbs. instead of 25c per.

"HOME SWEET HOME" NOT SO TRUE IN RENTED HOUSE

By A. A. MILLER
Agent, Kingsburg, Calif.

I HAVE found that the real pleasures of life are found in the home, so well expressed in the familiar song "Home Sweet Home". But I have never heard any one sing this song when they are living in a rented house, which indicates that it requires the possession of the place to complete this thought.

In the building of a home in any community, Southern Pacific people become a vital factor in the up-building of that community. We tie ourselves directly in the interest of every act of progress effecting the community, and as representatives of the best transportation system in the country, we play our part in the co-operative spirit that should, and is existing, between the Southern Pacific Lines and the communities they serve. The personal happiness brought to us through the home, adding to a service well performed, in the community in which we live, makes life worth while.

HARD WORK AND LOTS OF IT TO ACQUIRE A HOME

By WM. J. CLEMENS
Asst. Yardmaster, Los Angeles

WORK, hard work, is the chief requirement for one in obtaining a home, but it is work that brings a keen sense of satisfaction and enjoyment.

Employees of the Company who start out to obtain their own homes, either by building or by buying a house already built, will find that it requires work, but that their progress is worth the effort.

ACCOUNTING FORCE IN "FLAT" FOLLOWING S. F. FIRE

By H. C. CARRASCO

Like most of the institutions in San Francisco, the Southern Pacific Company was forced to find a new "home" for its offices following the devastation of fire and earthquake in 1906. A railroad without its central headquarters would be like a headless body, and in the case of the Southern Pacific the headless body did not remain decapitated longer than it took to gather the pieces, and with much "nursing" the battered "head" resumed its functions.

For a time many makeshifts of headquarters were found necessary. The greater portion of the Accounting Department for some months was housed in a large apartment house at 18th and Telegraph streets, Oakland, and one unit, the Station Accounts Bureau, had to "live" in a flat opposite the apartment house.

The photograph at bottom of this page shows the Station Accounts force gathered in the parlor of their flat. E. Hickman, Auditor of Miscellaneous Accounts, is readily recognized seated at the table, as are also several others still in the employ of the Company.

Those shown in the picture are: J. J. Keith, R. D. Emery, R. A. Davenport, A. Reddall, A. C. Andersen, John S. P. Dean, A. A. Hinchman, H. E. Ott, E. D. Page, Frank Means, E. B. Zanazzi, Jr., W. Wenderoth, H. L. Wetzer, M. H. Church, E. L. Dunne, E. Hickman, P. E. Talo, E. F. Shelby, W. Zoller, E. E. Hornberger, M. Oppenheimer, H. M. Wallerstein, L. Wallen, O. Sturzing and H. C. Carrasco.

Lines Crossed

"Clerk: "I want to speak to that man who handles form 593."

"Nother Clerk (at phone): "There is no one here by that name."

First One: "What name?"
Again: "The name you said."

Keen Fight For Safety Banner

RIVALRY among the various divisions and between the two general shops for the 1923 Safety Banner is very keen. At the end of the six months period the Sacramento Division is in the lead for the steam divisions, the Sacramento General Shops in the lead for the general shops and the East Bay Electric Division has a better record than any of the steam divisions. Award of safety banners for the year 1923 will be based on the number of casualties to employees reportable to the Interstate Commerce Commission in the general shops per 1,000,000 man-hours, on the steam divisions per 1,000,000 combined locomotive and motor miles and man-hours, and on the steamer and electric divisions per 1,000,000 combined steamer miles and man-hours, and combined electric motor miles and man-hours, respectively. A banner will be awarded to the steam division making the best showing, and additional banners to the steamer and electric divisions should their record equal or excel that of the best steam division.

Following shows standing at the end of the six months period:

Name	DIVISIONS		Casualties per Mil'n and Steamer Miles	RANK
	Man-Hours and Loco.	Casualties		
East Bay Electric	4	1,202,518	2.07	2
Sacramento	36	7,027,443	3.12	2
San Joaquin	39	5,039,419	7.74	3
Portland	90	9,725,852	9.25	4
Coast	112	9,378,203	11.94	5
Steamer	21	1,631,629	12.91	6
Stockton	43	3,272,342	13.14	7
Salt Lake	122	8,629,157	14.14	8
Lucion	101	6,475,564	15.59	10
Shasta	67	4,245,039	15.78	10
Western	127	7,027,473	17.99	11
Los Angeles	229	9,065,735	25.26	12

Name	GENERAL SHOPS		Casualties per Mil'n	RANK
	Number of Casualties	Man-Hours		
Sacramento	17	3,894,269	33.17	2
Los Angeles	98	2,429,785	40.33	2

KLAMATH ROADMASTER

L. E. Peterson as been appointed Roadmaster of the Klamath District, Shasta Division, with headquarters at Klamath Falls. He commenced work for the Southern Pacific as a roadman on the Salt Lake Division in August, 1913, and after an absence of three years returned to the Company as Office Engineer, Salt Lake Division, October, 1917. He was Assistant Engineer at time of recent appointment.

SAVING IN NAILS

R. A. Martin, Agent at Park Street Station, Portland, recently shipped to the Storekeeper at Brooklyn for reclamation and re-use, nineteen kegs and one box of crooked nails which had been removed by employees at his station from empty boxes and barrels. The total weight of the shipment was 2,006 pounds and represented an accumulation of four months salvage.



This picture will recall to many accounting department employees days following the San Francisco fire in 1906 when the various bureaus were housed in an Oakland apartment house. Names are shown in article on this page.

After Reading Your Bulletin, Pass It Along

SOUTHERN PACIFIC IS BIG
COURTEOUS FAMILY

J. L. Guerrant of Fresno, is of the opinion that the Southern Pacific employees are just one big courteous family. Recently on two occasions, he moved his wife, who was very sick, from San Francisco to Fresno and each time he found that Southern Pacific representatives had looked after every minute detail in providing for the comfort of the patient.

"When my car reached the Ferry," he wrote in his letter of appreciation to N. Kinell, assistant general passenger agent, who had personally attended to some of the arrangements, "your Mr. L. F. Rosler, introduced himself and took personal charge, piloting us on and off the boat and to the sleeping car in the shed at Oakland Pier where I again found every person seemingly expecting us and they rendered every service possible. The steward made repeated trips to the drawing room to serve Mrs. Guerrant such special food as she could eat, and the porter presented a nice bouquet of wild flowers as coming from the brakeman to the 'sick lady.' It is truly remarkable to find in the service of a great corporation so many people all anxious to do everything possible to please your patrons."

MANY AVAILABLE ACCIDENTS
CITED DURING MONTH

Fireman on a helper engine sprained his ankle when he stepped from sand-box onto the deckhouse. Neglect in not properly placing the deckhouse and failure to watch his step was the cause of this accident.

B & B Carpenter chopping wood from around drift bolt, instead of chopping from staging conveniently placed for that purpose, got down on top of cap. He lost his balance and sprained his ankle in the fall. Had he performed his work in proper manner the accident would have been avoided.

Car Repairer applying binding chains to double load poles, instead of getting a piece of 4x4 provided for that purpose, undertook to use a 2x4, which broke causing him to lose his balance and fall from the car, sustaining bruises to his hips and back.

Machinist Helper cleaning journals, rolled pair of wheels over to clean other side and then turned around to reach for brush. He failed to take the proper precautions in blocking the wheels, with the result that they rolled back and severely bruised his foot.

Failure to wait until the motor car on which he was riding was brought to a stop before jumping off, caused a Section Laborer to suffer an injury to his skull which proved fatal. He had lost his hat and stepped backward off rear car while in motion, falling on the ties.

Trackwalker failed to use ordinary care while repairing velocipede when moving cog wheels to test them out, getting his fingers caught between the wheels and bruised.

Engineers
G. Thomas
J. B. Lyons
H. C. Hahn
T. A. Zeno
W. A. Hawthorne
W. Nicholson
C. H. Cunningham
W. W. White

J. G. Luckey
A. Carr
W. Parrish
R. C. Blohm
P. Mezgar
E. Waters
J. B. Matthews
C. C. Trotter

R. R. Purdy
H. C. Jepson
J. R. Watson
D. E. McPherson
H. J. Grubau
A. Trewick
S. S. Cagwin
H. Ward

W. H. Woodruff
J. P. Rowse
J. Austad
G. A. Lathus
E. C. Baum
J. Tomasek
J. Callaghan

P. E. Prettyman
H. L. Simpson
R. L. Castel
P. J. Connolly
E. Butler
O. O. Jennings
C. J. Irwin
G. C. Jacobson
R. G. Roseburg
R. D. Wright

C. B. Geer
J. E. Du Rose
C. T. Weedon
H. Wenz
G. W. McDowell

N. J. Nichols
P. Moltenry
G. A. Van Sickle
E. V. Rhoades
W. G. Fifield
P. Chapman
P. B. Simpson
E. E. Reynolds
R. B. Ralston
J. W. Coffey

C. E. Hudson
N. E. Smith
E. S. Lano
C. W. Wernema
W. H. Martin
W. P. Medlin
P. B. Bray
P. S. Greig
E. T. Frick
W. E. Dalton

H. E. Jones
W. H. Leach
E. E. Edwards
C. G. Miller
H. F. Fresno
W. K. Frye
W. P. Thorpe
A. H. Meigs
A. C. Ward
W. R. Topham

G. J. Wilson
F. B. Bullen
V. S. Broughton
W. B. Murphy
Q. M. McRerney

Wm. Armstrong
E. Dietz
G. Thumm
J. Belfs
W. J. Windram
W. H. Courtney
E. E. Johnson
E. R. Layman
B. B. Binn
G. Trimble

FUEL SAVING LEADERS IN JUNE

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West Oakland
Tracy
Tracy
Modesto
Modesto

San Joaquin
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M. Brady
W. H. Sharp
G. Gustafson
F. Barney
E. E. Bell
R. C. Nollner
A. M. Payne
K. Greene

Sparks
Roseville
Willows
Sparks
Truckee
Sacramento
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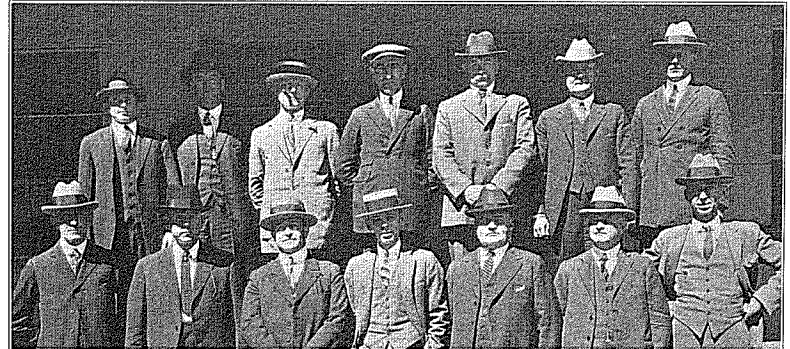
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HONORS TO STOCKTON IN FREIGHT HANDLING



Division chairmen loss and damage prevention committees and others who attended recent meeting on loss and damage freight matters at San Francisco. Left to right, top row: T. O. Young, Agent, Tracy; C. E. Mills, Agent, Sacramento; W. A. Westington, Agent, San Francisco; W. E. Burks, Agent, Brookline; W. F. Shelley, Agent, Wabush; J. H. McClure, formerly Agent, Tucson; G. H. Old, Secretary; bottom row: C. L. Herbst, Asst. Agent, Los Angeles; J. J. Miller, formerly Agent, Klamath Falls; A. J. Rutherford, Asst. Agent, Oakland; R. G. Fagan, Superintendent of Freight Protection; J. W. Emmons, Agent, Fresno; J. A. Tandora, Asst. Agent, Stockton; H. Henrichsen, Agent, Redding.

By R. G. FAGAN

Superintendent Freight Protection

HEAVY TRAFFIC PROMPTS
SEVERAL PROMOTIONS

Due to the heavy traffic moving over the Sierra mountains and through the snowed district, several appointments have been announced by Superintendent T. Ahern of the Sacramento Division.

C. A. Collins has been appointed Assistant Trainmaster. He entered the service May, 1895 as a fireman; transferred to brakeman in July, 1898 and was promoted to conductor in August, 1902, in which capacity he has continued except for the period June, 1917 to January, 1918, when he was Trainmaster on the Sacramento Division.

J. L. Clark, Conductor, has been appointed Assistant Trainmaster. He went to work on the Tucson Division as a brakeman in February, 1907, being promoted to conductor in May, 1910, and in September 1917, transferred to the Sacramento Division.

W. J. Sherwood, who has been with the Company since May, 1913, except for the period of the war when he served with the engineer corps, has been appointed Assistant Trainmaster. He was promoted from brakeman to conductor in October, 1919.

J. B. Starbuck has been appointed Assistant Road Foreman of Engines. His first work for the Company was as helper in the Sacramento Shops in September 1898. In June 1899, he transferred to fireman and in October 1904, was promoted to engineer.

STOCKTON Division set a new high record for efficiency in freight handling for the period April to June inclusive, and was awarded first honors by Chairmen of Division Committees on Loss and Damage freight matters in session at San Francisco July 25th.

During this period Stockton Division employees handled 1316 tons of less than carload freight to every error made in checking, loading or billing. This is the second award in succession made to this division and the employees have every cause to be proud of their record. T. O. Young, Agent at Tracy, is Chairman of the Stockton Division Committee on prevention of loss and damage to freight.

All divisions made a good record, notable improvement being made by the San Joaquin Division which ranked second in the award. I. W. Emmons, Agent at Fresno, is Chairman of the San Joaquin Division committee.

A campaign of friendly and keen rivalry has been in progress since January, 1922, the result of which has been pronounced improvement in careful freight handling, as indicated by the following record, the figures showing the average number of tons of less carload freight handled per checking, loading and billing irregularity.

January to March, 1922.....374.70
April to September, 1922.....337.04
October to December, 1922.....312.55
January to March, 1923.....443.44

VETERAN "MAN IN GRAY" AT
SACRAMENTO IS CALLED

Charles L. Black, veteran employee and one of the best-known and likable persons on the Sacramento Division, died August 1st at San Francisco. He had been in failing health for several months following a nervous breakdown.

"Charlie" Black spent his entire service of 33 years with the Southern Pacific on the Sacramento Division. He came to work as a brakeman in April 1890. In 1896 he lost his right leg in an accident near Biggs, and he afterwards was located at the Sacramento station where he has served during these many years as a "walking encyclopedia" for the traveling public. In this capacity his good nature and ready wit served to endear him to thousands.

Black was not only an efficient "man in gray" but was an expert amateur cartoonist and his characterizing of division officials and employees had spread his fame over the Pacific System. His cartoons have appeared many times in the Bulletin.

Besides his wife he is survived by a son and daughter.

April to June, 1923.....467.61
At frequent meetings of station and division employees, and quarterly meetings of Division Committee Chairmen, all phases of freight handling are discussed. Continued improvement is confidently expected.

After Reading Your Bulletin, Pass It Along

Southern Pacific Bulletin

PUBLISHED MONTHLY by the SOUTHERN PACIFIC COMPANY, BUREAU OF NEWS

OFFICE OF PUBLICATION
65 Market Street, - San Francisco

K. C. INGRAM, Editor

VOL. XII, SEPTEMBER, 1923 NO. 9

THE end in the Central Pacific case has been reached and the right of the Southern Pacific Company to retain the Central Pacific properties has been finally confirmed.

We must consider this happy outcome of ten years of litigation as a victory for the unconquerable trinity—Service, Friendship and Co-operation.

When disruption of Southern Pacific's transportation system was threatened, not only those within our own organization prepared for a battle to the end, but a great host of friends, who appreciated this company's value to them and to the community, rallied to our support. These friends had been won by the quality of service this Company has rendered.

The fact that we had most friends where we were best known—and known by our works—was one of the sustaining influences through the struggle. It is, perhaps, the brightest jewel in our crown of victory.

Every member of Southern Pacific's organization who is making railroading a career is fortunate in this outcome, because it means the maintenance of a field of unrivaled opportunity.

We have come through this crisis with more strength and a clearer vision than was possible before we had tested the ties that bind us together and to the community that is our life work to develop.

THE danger in a large company such as ours is that we will become too well satisfied with ourselves instead of constantly striving for better methods. Such an attitude does not make for progress. It is only by examining ourselves and watching for ways to improve that we can go forward.

Not only does Southern Pacific constantly need new ideas, but it also

"THE human element comes first, and I want the employers of industry to understand the aspirations, the convictions, the yearnings of the millions of American wage-earners, and I want the wage-earners to understand the problems, the anxieties and the obligations of management and capital, and all of them must understand their relationship to the people and their obligation to the Republic. Out of this understanding will come the unanimous committal to economic justice, and in economic justice lies that social justice which is the highest essential to human happiness."

Warren G. Harding.

needs to know where service is faulty and where present practices can be bettered. Where there have been failures in Southern Pacific service they should be brought to light so that corrective action can be taken. This is something in which we can all take a part. If we notice some phase of Southern Pacific operations which could be improved, the helpful thing to do is to make our suggestion as to the better way. Our suggestions may not always be practical, but a constructive criticism made in a fair and friendly way cannot but be well received.

We not only want to beat our own records but we want to do better than any other railroad. Every employee can help.

Pertinent Paragraphs

"Obviously it is for the pecuniary interests of both employer and employee to avoid controversy and to maintain peaceful and satisfactory relations. No outsider could or would be as solicitous for the welfare of the employee as the employer, nor for the employer as the employee. Success for both depends upon friendly relations; failure for both results from hostility. Both realize this, and in the present age, act accordingly, unless unduly influenced by outsiders, who from personal and unworthy motives

or from a desire to attract public attention or from misguided zeal or lack of experience and information, are misled into a position which is harmful and unjustified."—Elbert H. Gary.

"To achieve success depends in all cases upon the ability and energy of the individual. Perhaps the qualifications most essential of all others are preservation of character and honesty of purpose, and unwavering attention to duties whatever they may be. The qualities of success are possessed by nearly all of us and, if rightly applied, the road will not be difficult to the young man wishing to travel it."—John D. Isaacs, retired Consulting Engineer, Southern Pacific Company.

"Crucifying the railroads or shooting them at sunrise or turning them over to government operation will not alter the fact that wheat went down 10 to 15 cents a bushel in a year and corn went up approximately 20 to 25 cents in the same time and under precisely the same transportation conditions."—Editorial, Urbana (Ill.) Courier.

"After all, thought originates in the mind of one man, twenty men do not think—collectively. Results are attained because some man has within himself the power to interest other men to put that thought into action."—Paul Shoup, Vice-President, Southern Pacific.

"All the propaganda the motor carriers' paid writers can manufacture will not change our views on the subject of railroads vs. trucks. The railroads build and maintain their own roads, then pay a huge proportion of our state taxes."—Livingston Chronicle.

"There are today very insistent advocates of government ownership of railroads. Frankly, I do not share their views. Our political system has not reached a state of development when we can insure proper administration."—Warren G. Harding.

"Humanity is so closely knit that you cannot injure your neighbor without hurting yourself. But it is also so closely knit that you cannot help one part without helping the whole."—J. St. Louis Strachey, Editor of The Spectator.

"It will be very difficult to reduce freight rates if we continue in this country to increase taxes upon the railroads as we have for the last four years."—Senator Borah of Idaho.

"Speak well of everyone, if you speak of them at all—none of us are so very good."—Elbert Hubbard.

"See things through or you'll soon be through."—B. C. Forbes.

IMPORTANT PROMOTIONS IN FREIGHT DEPARTMENT

A number of important promotions and transfers have been made in the



C. R. Wilmore

General Freight Department at San Francisco, following the promotion of A. A. Johnson, formerly Chief Clerk, to the position of Assistant General Freight Agent, San Francisco. C. Ray Wilmore, formerly Head Clerk to Freight Traffic Manager, G. W. Luce, has been promoted to the position of Chief Clerk. Mr. Wilmore entered the service of the Company as stenographer in the General Freight Department in July, 1916. He served successively as Secretary-Clerk, Assistant Clerk and Head Clerk until his recent promotion.

A. C. Posey, who succeeds Mr. Wilmore, was formerly Head Clerk, Train Service and Manifest Bureau. He came to work with the Company as a Clerk in the Local Freight Office, San Francisco, on May 7, 1919, and in July of that year became Clerk to Master Car Builder, San Jose. On January 1, 1913, he became Lease Clerk, Coast Division, and in April of that year until February 28, 1917, he was a Student in Railroading, following the prescribed course through the various departments, specializing in traffic. March 1, 1917, he entered the General Freight Office, San Francisco, as Rate Quotation Clerk, later becoming Clerk, Local Rate Bureau, and Clerk in the Foreign Bureau. From August, 1918, to March, 1920, he was General Clerk, Federal Manager's Office, and until January 1, 1922 was Personal Clerk to Assistant Freight Traffic Manager, at which time he was advanced to Head Clerk, Manifest Bureau.



A. C. Posey

D. J. McGanney, who succeeds Mr. Posey, was formerly Head Clerk to Assistant Freight Traffic Manager, E. W. Clann. McGanney came to the Southern Pacific as office boy in the Auditor's Office in 1911. In 1913 he became File Clerk in the Executive Office and later Head File Clerk. In 1917 he went into the General Freight Department serving in various capacities leading up to his recent promotion.

A. J. Hoskins takes the position of Head Clerk to Mr. Clann, and B. J. Combs moves out of the general office to become Clerk to Assistant General Freight Agent H. W. Klein, the position formerly held by Mr. Hoskins.

In the general office J. W. Engle has been promoted to Head Clerk, Trans-Continental Rate Bureau, relieving W. L. Trammell, recently promoted to Freight Assistant in the office of the Director of Traffic at New York. H. I. Duane heads the Local Rate Bureau, relieving Mr. Combs. F. C. Nelson, formerly Trans-Continental Rate Clerk, now heads the Division Bureau, a position made vacant by the resignation of C. P. Earle.

OGDEN S. P. SHOPMEN HOLD OUTING AT LAGOON

By F. J. Barton

Ogden shop employees and their families enjoyed a big outing day on August 4th, when every employee not needed in the actual operation of trains, journeyed to Lagoon, a pleasure resort between Ogden and Salt Lake, where more than 2000 Southern Pacific folks and their friends spent the day in sports and other picnic events.

The Car Shops baseball team won a game from the Store Department by a score of 8 to 2. The lineups were: Car Shops—P. C. Taylor, captain; T. Telf. B. Pelt, E. Bartlett, H. Erickson, B. Sneddon, W. Knight, F. Finley, V. Bertoli, J. Midgley and R. Poulson. Store Department—W. J. Douglas, captain; Wm. Price, D. Pelt, A. Smithers, G. Belknap, A. Van Woerkam, E. Price, R. Priest, Lichman, J. Smith.

The Car Shops captured the tug-of-war event from the Motive Power team. The teams were composed of the following: Car Shops—M. J. Clifford, captain; P. Woody, H. Sloan, T. DeYoung, L. Scassons, H. Crabtree, J. Alexander, S. Christensen, C. A. Smith, H. Nyatvedt, and F. Bohnstedt. Motive Power—R. E. Maus, captain; J. Jenkins, J. Barton, V. Walker, L. J. Brown, C. Spidell, R. Priest, L. J. Trapp, John Elison, Ed. Jordan and Henry Lundahl.

Winners in other events were: Married women's race—Mrs. Eva Knight and Mrs. E. M. White; Young women's race—Miss June Greger and Miss L. Wessler; Young Men's race—E. Drysdale and L. Grimes; Boy's race—Harold Branting and Arthur Manning; Girls' race—Dorothy Iverson and Juanita Schwab.

Plans for the picnic were made by the following committees: Arrangements—A. M. Hodge, T. H. Jordan and S. Henniger; Finance—Earl Geiger, T. H. Jordan, S. Henniger, A. M. Hodge, and R. Scheumann; Sports—P. Lishman and W. B. Herrick; Advertising—J. V. Barker; Publicity—P. K. Smith.

Then the Storm Broke

Hostess: "It looks like a storm; you had better stay with us for dinner." Jackson: "Oh, thanks, but I don't think it's had enough for that." Virginia Reed.

After Reading Your Bulletin, Pass It Along

S. H. BRAY PROMOTED ROAD FOREMAN OF ENGINES

S. H. Bray who has been Fuel Inspector in the Fuel Bureau at the



S. H. Bray

General Office since April 3, 1922, has been promoted to Road Foreman of Engines, San Joaquin Division. His position as Fuel Inspector at San Francisco has been taken by L. A. Hamlin, formerly Assistant Road Foreman of Engines, Coast Division.

Mr. Bray entered the service as a Fireman on the Western Division, February 21, 1907 and was promoted to Engineer on August 1, 1917 in which position he remained until being transferred to the Fuel Bureau in San Francisco.

Mr. Hamlin entered the service as Fireman on the Coast Division to December 1905. In August 1917 he was promoted to Engineer, serving in that capacity until February 1, 1918, when he was appointed Fuel Inspector on the Coast Division. On October 19, 1921 he was promoted to Assistant Road Foreman of Engines, Coast Division, which position he held until his recent promotion.



L. A. Hamlin

PROMOTIONS MADE IN L. A. DIST. FREIGHT OFFICE

Several promotions in the Los Angeles district freight office and the creation of new positions resulting in an increased force working with Los Angeles shippers, has been announced by J. E. Light, District Freight Agent.

Ira Blalock, formerly Freight Agent in the downtown retail district, has been promoted to Traveling Agent at Santa Barbara. He is succeeded by John Donahue, formerly of the district freight office at El Centro.

I. H. Sproule is appointed to the new position of Assistant Chief Clerk. W. D. Palmgren, Freight Agent, is transferred to the territory formerly covered by Mr. Sproule and R. A. Greenwade, from the Company's San Diego district office, succeeds Palmgren.

L. W. Rouse, formerly ticket clerk in the Seventh Street office, has been promoted to Freight Agent.

"Man may hold 'most any post if he'll only hold his tongue."—Kipling.

S. P. Employees Are Hustling Business-Getters

Third Quarter of Solicitation Campaign Opens With Active Interest Shown on all Divisions. Portland Division Seeks Permanent Award

THIRD quarter of the Southern Pacific employees' business-getting campaign is off to a good start with the Portland Division again at the top of the score board.



Louise Wade
Steno, G. P. O.

The northern division employees have won the silver and bronze shield for the first two quarters and are now evidently determined to annex the trophy as a permanent possession. During July they rolled up a total score of 9598 points and should they be able to stay in the lead during the third quarter, the trophy which has been the pride of Superintendent E. L. King and other officials and employees on the Portland Division, will remain with the Oregon forces forever.

But there will be two more months' business to be accounted for before the result of the quarter ending September 30th can be determined. In the meantime the Portland Division is not so far ahead but that a little concentrated effort among the employees on any one of the divisions would capture the honors for themselves.

During the quarter just closed the Portland Division employees rolled up a remarkably high score. The majority of their points were scored on tips of "standing routing orders." This class of business earns 100 points for each routing order signed. With active interest and a bit of personal solicitation on the part of the employee turning in the tip it does not take

Portland Takes Lead In Third Quarter

OFFICIAL SCORE BOARD

Divisions	To Date
Portland	9598
Los Angeles	7482
General Office	670
Tucson	570
Sacramento	568
Coast	336
San Joaquin	333
Stockton	308
Western	202
Salt Lake	138
Steamer	60

long to run up a winning score.

Los Angeles Division has again taken second place and the General Office is third. Tucson and Sacramento Divisions are close up in the standing, also the Coast, San Joaquin and Stockton Divisions are bunched in the number of points earned during July.

Most of the successful tips on freight business were turned in by Portland Division employees. L. J. Crafton, cashier, Roseburg; Victor Howard and G. N. Leslie, car distributors at

Portland; and J. P. Kenney, chief receiving clerk, Portland; being the leaders in this class of business.

Ralph Fegley, chief clerk, Corvallis, is high point winner in passenger traffic tips, scoring 311 points. Two employees in the Sacramento Shops have second honors in passenger points. Thos. A. Shortliffe, boiler-maker, and H. F. Smith, locomotive paint shop, each turning in successful tips on 24 interline tickets. Other heavy point winners were: Freda Albright, fuel oil clerk, Sacramento; J. H. Sheet Metal Worker, S. F.; Arnes, E. W. Clerk, Cottage Grove; Baliff, Edmund G., Machinist, Bakersfield; Baker, C. B., Yardmaster, Salem



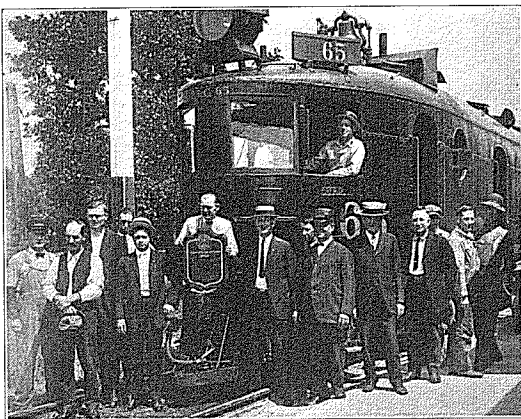
N. E. Christensen
Cash., Junction City

Burkhardt, Wallace M., Warehouseman, Albany

Butler, H. A., Asst. Mgr. D. C. H. & R. Dept. 2 Local.
Butte, Chris F., Asst. Chief Clerk, S. F. 1 Int.
Byrne, A. S., Clerk, Auditor's Office, S. F. 1 Local.
Carlson, Fred W., Clerk, R. P. O. San Francisco 1 Local.
Cardino, C., Boiler-maker, Dallas 4 Local.
Carothers, Mr., Conductor, L. A. 1 Int.
Carroll, L. R., Steno-Clerk, Coast Division 1 Int.
Carson, Peter, Pensioner, L. A. 1 Int.
Carter, R. D., Asst. Cl. Ck., Shipyards 1 Int.
Case, Lale, Doly, Order Clk., Fresno 1 Int.
Chapman, H. B., Telegrapher, McMinnville 1 Int.
Christensen, C. C., Baggageman, Porterville 1 Int.
Christensen, N. E., Cashier, Junction City 2 Int.
Clark, R. M., Clerk, Baggageman, Salem 2 Local.
Clemons, O. W., Storekeeper, Roseville 4 Int.
Clemence, R., Cashier, Marysville 4 Int.
Cocill, M. G., Warehouseman, Eugene 2 Int.
Conley, J. C., Telegrapher, Hillsboro 3 Int.
Condon, Mr. G. P. O. San Francisco 1 Int.
Conlin, R. M., Storekeeper, Phoenix 1 Int.
Coleman, Irving, Clerk, Coast Division 7 Int.
Cook, Chas., Yardmaster, Division 2 Int.
Cook, C. W., Baggageman, Richmond 1 Int.
Cook, J. F., Conductor, Sacramento 2 Int.
Copenhaver, J., Car Clerk, Corvallis 8 Int.
Coutance, P., Torter, Sacramento 33 Local.
Cradler, A. O., Chief Clerk, Fresno 3 Int.
Craig, H. E., Sec. to C. P. A., Portland 1 Int.
Cress, B. J., Clerk, G. F. O., L. A. 1 Int.
Crowder, R. C., Fireman, Tillamook 3 Int.
Cunningham, Mrs. Beatrice, Clerk, Stockton 1 Int.
Davis, F., Janitor 1 Int.
Davis, Thomas H., Pensioner, Oakland 1 Int.
Davis, Vernon A., Clerk, Fresno 1 Int.
Deitch, Jos., Steno, D. P. O., L. A. 1 Int.
Delany, Wm. B., Pensioner, Oakland 2 Int.
Dakin, W., Motive Power Dept. S. F. 1 Local.
Dippold, Lucile E., Steno, Fresno Frt. Office 2 Int.
Dixon, Howard B., M. D. Dist. Surgeon, S. F. 1 Int.
Douglas, H. W., Clerk, Beaverton 1 Int.
Dresbecke, Marie, Steno, Ogden 1 Local.
Duffy, E. V., Traffic Agent, Portland 2 Local.
Eisenhard, F. H., Dispatcher, L. A. 2 Int.
Ellenburg, G. W., Clerk, Corvallis 1 Int.
Elliott, W. S., Car Inspector, Woodburn 1 Local.
Engler, Mrs. M. A., Clerk, Dunsmuir 1 Int.
Enright, W., Boiler Inspector, L. A. 3 Int.

"The employees at Silverton are deeply interested in this campaign. I think the limit has been nearly reached here in freight tips as this district for miles around has been scoured for standing routing orders."

"The picture (appearing on this page) is of employees in the Silverton district who contributed largely to the success of the second quarter. These men turned in tips resulting in more than 20,000 points. Post card pictures are given to each employee turning in a traffic tip."



Business-getters at Silverton, Oregon, who helped put Portland Division "over the top" in the second quarter of solicitation campaign. Left to right: J. B. Haynes, brakeman; C. B. McClure, car clerk; B. L. Senter, bill clerk; J. Dreiler, messenger; C. O. Still, operator; G. A. Senter, cashier; E. F. Gormley, agent; C. A. Gay, car seller; M. H. Crandall, conductor; C. G. Worthington, conductor (in cab); E. L. Smith, operator; E. O. Miner, ticket clerk; O. H. Olsen, warehouseman; C. M. Clow, engineer; J. S. Blair, car inspector.

SUCCESSFUL TIPS ON PASSENGER BUSINESS

Adams, H. G., Claim Investigator, S. F.	2 Local.
Adams, Herbert L., General Office	2 Rt. Local.
Addington, Albert, Asst. Cashier, Phoenix	1 Rt. Int.
Albright, Freda, Fuel Oil Clerk, Sacramento	1 Rt. Local.
Alhnut, Wm. H., Baggageman, Corvallis	1 Rt. Int.
Arnes, J. H., Sheet Metal Worker, S. F.	1 Rt. Int.
Arnes, E. W., Clerk, Cottage Grove	1 Local.
Baliff, Edmund G., Machinist, Bakersfield	2 Rt. Int.
Baker, C. B., Yardmaster, Salem	13 Local.
Baldwin, "Lucky," Redcap, Los Angeles	1 Rt. Int.
Balanyne, L. S., Asst. Engineer, Forman, Dallas	2 Int.
Balling, W. F., Passenger Brakeman, L. A.	3 Int.
Bannon, James, Clerk, Los Nietos	1 Int.
Birley, John, Watchman, Str. Thoroughfare	1 Rt. Int.
Barger, Geo. A., Clerk Eugene	1 Rt. Local.
Barclay, John J., Cab, Watch, S. S. "Thoroughfare"	2 Rt. Int.
Beaton, K., Freight Agent, L. A.	1 Rt. Int.
Beatty, A. E., Operator, Merced	1 Rt. Int.
Bell, Mr., Clerk, G. F. D. San Francisco	1 Rt. Int.
Bennett, T. T., Passenger Brakeman, S. F.	2 Rt. Local.
Berger, F. H., Conductor, Fresno	1 Rt. Int.
Bernatas, Miss J., Clerk, Auditor's Office, S. F.	1 Rt. Int.
Bertram, P., Clerk, Local Freight Office, S. F.	2 Rt. Local.
Blanche, Miss L., Clerk-Steno, Albany	6 Rt. Int.
Bessington, F. E., Conductor, L. A.	1 Rt. Int.
Branam, D. E., Brakeman, Bakersfield	1 Rt. Local.
Brash, K. M., Clerk, Shed E. S. F.	1 Rt. Local.
Brown, A. E., Pass. Brakeman, S. F.	1 Rt. Local.
Brown, Chas. A., Asst. Eng., L. A.	3 Int.
Bulen, L. J., Train Baggageman, S. F.	2 Rt. Int.
Buning, R. M., Asst. Aud. Frt. Accts., S. F.	2 Rt. Int.
Burkhan, P. W., Brakeman, Salt Lake Division	1 Rt. Int.
Burnett, W. C., Yardmaster, Woodburn	1 Rt. Int.
Burrows, A. E., Cashier, Cottage Grove	2 Rt. Local.
Burke, W. N., Foreman, Str. Dept.	2 Int.
Burkhardt, Wallace M., Warehouseman, Albany	1 Local.
Butler, H. A., Asst. Mgr. D. C. H. & R. Dept.	1 Rt. Int.
Butte, Chris F., Asst. Chief Clerk, S. F.	2 Local.
Byrne, A. S., Clerk, Auditor's Office, S. F.	1 Local.
Carlson, Fred W., Clerk, R. P. O. San Francisco	1 Local.
Cardino, C., Boiler-maker, Dallas	4 Local.
Carothers, Mr., Conductor, L. A.	1 Rt. Int.
Carroll, L. R., Steno-Clerk, Coast Division	1 Int.
Carson, Peter, Pensioner, L. A.	1 Int.
Carter, R. D., Asst. Cl. Ck., Shipyards	1 Int.
Case, Lale, Doly, Order Clk., Fresno	1 Int.
Chapman, H. B., Telegrapher, McMinnville	1 Rt. Int.
Christensen, C. C., Baggageman, Porterville	1 Int.
Christensen, N. E., Cashier, Junction City	2 Rt. Int.
Clark, R. M., Clerk, Baggageman, Salem	2 Local.
Clemons, O. W., Storekeeper, Roseville	4 Int.
Clemence, R., Cashier, Marysville	4 Int.
Cocill, M. G., Warehouseman, Eugene	2 Rt. Local.
Conley, J. C., Telegrapher, Hillsboro	3 Rt. Int.
Condon, Mr. G. P. O. San Francisco	1 Rt. Int.
Conlin, R. M., Storekeeper, Phoenix	1 Int.
Coleman, Irving, Clerk, Coast Division	7 Rt. Int.
Cook, Chas., Yardmaster, Division	2 Int.
Cook, C. W., Baggageman, Richmond	1 Rt. Int.
Cook, J. F., Conductor, Sacramento	2 Int.
Copenhaver, J., Car Clerk, Corvallis	8 Rt. Int.
Coutance, P., Torter, Sacramento	33 Local.
Cradler, A. O., Chief Clerk, Fresno	3 Int.
Craig, H. E., Sec. to C. P. A., Portland	1 Rt. Local.
Cress, B. J., Clerk, G. F. O., L. A.	1 Int.
Crowder, R. C., Fireman, Tillamook	3 Rt. Local.
Cunningham, Mrs. Beatrice, Clerk, Stockton	1 Rt. Int.
Davis, F., Janitor	1 Int.
Davis, Thomas H., Pensioner, Oakland	1 Rt. Int.
Davis, Vernon A., Clerk, Fresno	1 Int.
Deitch, Jos., Steno, D. P. O., L. A.	1 Int.
Delany, Wm. B., Pensioner, Oakland	2 Int.
Dakin, W., Motive Power Dept. S. F.	1 Local.
Dippold, Lucile E., Steno, Fresno Frt. Office	2 Int.
Dixon, Howard B., M. D. Dist. Surgeon, S. F.	1 Rt. Int.
Douglas, H. W., Clerk, Beaverton	1 Int.
Dresbecke, Marie, Steno, Ogden	1 Local.
Duffy, E. V., Traffic Agent, Portland	2 Local.
Eisenhard, F. H., Dispatcher, L. A.	2 Int.
Ellenburg, G. W., Clerk, Corvallis	1 Int.
Elliott, W. S., Car Inspector, Woodburn	1 Local.
Engler, Mrs. M. A., Clerk, Dunsmuir	1 Rt. Local.
Enright, W., Boiler Inspector, L. A.	3 Rt. Int.

Fackrell, G. O., Frt. Clk., Gustine	2 Int.
Fallis, P. W., Frt. Claim Dept., S. F.	1 Rt. Int.
Faller, H. A., Fireman, L. A.	3 Int.
Fansett, R. P., Cashier-Rt. P. O. Okla.	2 Rt. Int.
Farley, F. E., Conductor, Fresno	2 Rt. Int.
Fegley, Ralph, Chief Clerk, Corvallis	2 Local.
Fell, W. C., Clerk, G. P. O., S. F.	5 Int.
Ferry, C. A., Marine Dept., S. F.	28 Rt. Int.
Foss, Fern, Steno, Fresno	1 Rt. Local.
Foster, E. B., Yardmaster, Alhambra	1 Rt. Int.
Fredrickson, A. F., Extra Teleg., Independence	1 Rt. Int.
From, E. B., C. M. P. Dept. S. F.	2 Rt. Int.
Fry, L. D., Asst. Commissary Art., West Oakland	1 Int.
Fryer, R. W., Head Timekeeper, L. A. Shops	1 Int.
Gaffney, J. P., Frt. Misl. Accts. Office, S. F.	1 Rt. Local.
Galloway, N., Lineman, L. A.	1 Rt. Int.
Garber, R. K., Conductor, L. A.	3 Rt. Int.
Gates, C. T., Operator, Deming	1 Rt. Int.
Gibson, E. P., Dispatcher, Bakersfield	1 Int.
Ginder, Earl, Aud. Pass. Accts., S. F.	3 Rt. Int.
Glockstein, C. A., Bakersfield	1 Rt. Int.
Goldberg, Samuel, Chief Clerk, L. A.	1 Rt. Int.
Grahamack, G., Car Inspector, Fresno	1 Rt. Int.
Greenbaum, A., Aud. Pass. Accts. Office, S. F.	1 Local.
Greenway, J. A., 2nd Officer, Str. "Thoroughfare"	1 Rt. Int.
Griiffin, E. B., Claim Clerk, Sacramento	4 Int.
Grivey, John E., Operator, Frt. City	1 Local.
Guerin, J. F., T. X. Clerk, Portland	1 Local.
Hadden, W. J., Asst. Warehouse Forman, Stockton	1 Rt. Int.
Halestead, H. S., General Office Bldg., S. F.	1 Local.
Ham, W. H., Mach. Helper, L. A.	1 Rt. Int.
Han, Miss Ruth, Clerk-Steno, Eugene	2 Rt. Int.
Harshberger, J. R., Fresno	1 Rt. Int.
Harter, J. J., Gate Clerk, Phoenix	1 Rt. Int.
Hastings, D. K., Trans. Timekeeper, Ogden	5 Rt. Local.
Hathaway, Mrs. B. W., Steno, Local Frt. Off., L. A.	2 Rt. Int.
Hawthorn, G. B., Billing Clerk, Albany	1 Rt. Int.
Heath, Earl, News Bureau, S. F.	1 Rt. Int.
Hewitt, J. B., Operator, Eugene	1 Rt. Int.
Hicks, H. R., Chief Clerk, S. F.	2 Rt. Int.
Hick, S., Brakeman, Fresno	1 Int.
Hick, A. A., Car Plat., Stockton	1 Rt. Int.
Hinton, Robert C., Yardman, Coast Division, S. F.	1 Rt. Int.
Hull, V. L., Clerk, Canby	2 Rt. Int.
Hunt, J. L., Train Baggageman, S. F.	1 Int.
Hunrichs, W. C., Clerk, Aud. Pass. Accts., S. F.	1 Int.
Hunrichs, E. P., Clerk, P. & E. Accts., S. F.	2 Rt. Int.
Hurley, M. J., Freight Dept., S. F.	1 Rt. Int.
Hutchinson, A. L., Clerk, Portland	2 Local.
Holmes, W. L., Yard Clerk, Alhambra	4 Int.
Holland, W. B., Clerk, Aud. Misl. Accts., S. F.	2 Rt. Local.
Hopgood, J. A., Clerk, G. P. O. Portland	1 Rt. Int.
Houghton, F. L., Cashier, Eugene	2 Rt. Local.
Howard, S. L., Engineer, L. A.	1 Rt. Int.
Hiddle, G. R., Telegrapher, Willow	1 Int.
Ireland, W. H., Clerk, Wheeler	1 Rt. Local.
Jack, Zenas E., Asst. Cashier, Calexico	1 Int.
Jack, E. F., Towerman, College Park	2 Rt. Int.
Jackson, C. L., Brakeman, Salt Lake Division	4 Int.
Jacoby, E. H., Cashier, P. O. S. F.	2 Rt. Int.
Jagers, Jacob, Jr., Clerk, Junction City	1 Rt. Int.
Johnston, F. B. W., Head Clerk, G. P. O., S. F.	1 Rt. Int.
Jordan, T. A., Shops, Tucson	1 Rt. Int.
Jey, W. S., Trainmaster, Stockton	2 Rt. Int.
June, N. A., Conductor, L. A.	1 Rt. Int.
Kakarka, Nick, Baggageman, Sacramento	1 Rt. Int.
Kenney, Jos. P., Chief Rec. Clerk	2 Local.
Kelly, John C., Baggageman, Colton	1 Rt. Int.
Kelly, Gene, Steno, Bakersfield	1 Int.
King, T. E., R. K. Policeman, Sacramento	2 Int.
Kinkhammer, A. M., Inspector, West Oakland	2 Rt. Int.
Kochler, C. H., Inspector, West Oakland	1 Rt. Int.
Korn, E. I., Clerk, Warehouseman, Eugene	30 Rt. Local.
Langer, Mrs. E., Clerk, Card Record Office, S. F.	1 Rt. Int.
Larsen, Leo E., Clerk, Riddle	1 Rt. Int.
Levy, W. B., Chief Clerk, S. F.	1 Rt. Int.
Levy, A. M., Chief Clerk to G. F. A., L. A.	1 Rt. Int.
Littell, James, File Clerk, G. P. O., L. A.	2 Rt. Int.
Lott, C. K., Adv. Agent, S. F.	1 Local.
Livengood, H. W., Operator, Eugene	1 Int.
Lovernore, C. D., C. C. to Agent, Calexico	1 Rt. Int.
Ludwig, Michael, Int. Yardmaster, Sacramento	1 Rt. Int.
Lein, Miss Eunice, Steno, Stockton	1 Rt. Int.
Litwin, Martin, Baggageman, Lodi	1 Rt. Int.
Lomb, Watson, L. A. Cable Watchman, S. F.	1 Rt. Int.
Lynch, G. S., Brakeman, Fresno	1 Rt. Local.
Magistrette, L. C., Leading Inspector, San Joa.	1 Int.
Mannel, L. J., Car Clerk, Eugene	1 Rt. Int.

After Reading Your Bulletin, Pass It Along

Mathieson, G. N., Engineer, Sacramento Division.....	1 Int.
Mott, P. R., Foreign Freight Agent.....	1 Int.
McCabe, C. R., Car Clerk, Albany.....	1 Int.
McClelland, G. L., Switchman, Brooklyn.....	1 Rt. Local.
McDonald, T. M., Chief Clerk, A.G.F.&P.A., Reno.....	1 Rt. Local.
McCreary, H., Baggage Agent, Fresno.....	1 Local.
McCreary, Rolt, Baggage Agent, Fresno.....	1 Local.
McKinstry, G. W., Clerk, Bag. Office, Richmond.....	2 Rt. Int.
McLean, F. E., Chief Clerk, Fresno.....	1 Int.
Melville, R. W., Conductor, Eugene.....	1 Rt. Local.
Mercede, Clara L., Telephone Op., Fresno.....	2 Rt. Int.
Messinger, C. R., Clerk, Rockaway.....	1 Int.
Miller, A., Engineer, Classis Division.....	1 Int. Mi.
Miller, Geo. T., Telegrapher, Salem.....	1 Local.
Milton, Beth, Clerk, Phoenix.....	2 Rt. Int.
Morgan, A. H., Mechanic, Sacramento Shops.....	3 Int.
Morris, J. J., News Bureau, S. F.....	1 Rt. Int.
Moore, H. T., Roadmaster.....	1 Int.
Moffitt, Patrick, Special Agent's Office, S. F.....	1 Rt. Int.
Mott, P. R., Freight Agent, S. F.....	2 Rt. Int.
Morhead, A. R., Engineer, Ogden.....	2 Rt. Local.
Morthamer, G. W., Telephone Op., Fresno.....	1 Int.
Murray, Frank, Engine Mgr., S. F.....	1 Rt. Int.
Murray, Thos., Gatekeeper, Ferry Office, S. F.....	1 Rt. Int.
Maibach, F. P., Train Timekeeper, Ogden.....	2 Rt. Local.
Neeley, S. F., Conductor, Sacramento Division.....	1 Rt. Local.
Noth, Albert F., Telegrapher, Medford.....	22 Local.
Oberg, A. H., CC to Supt., Los Angeles.....	1 Rt. Int.
Ohland, Peter, Str. Dept.....	3 Int.
Omstead, C. B., Car Clerk, Albany.....	3 Rt. Int.
Olsen, R. J., Cashier, Albany.....	1 Rt. Local.
O'Neill, J., Conductor, E. B. E. Division, Oakland.....	2 Int.
Palen, A. N., Clerk, P. & E. Bureau, Stockton.....	1 Rt. Int.
Palmer, W. R., Clerk, G. F. O., Los Angeles.....	1 Rt. Int.
Parker, M. R., Operator, Ogden.....	1 Int.
Patten, W. M., Dining Car Waiter.....	1 Rt. Int.
Patterson, Geo. E., Conductor, Fresno.....	1 Rt. Int.
Pearce, C. J., Chief Clerk, Purch. Dept., Portland.....	1 Local.
Pennington, E. C., Freight Dept., S. F.....	1 Rt. Int.
Peterson, A. B., Roadmaster, Classis Division.....	1 Rt. Int.
Peterson, C. E., Clerk, G. P. D., S. F.....	1 Rt. Int.
Peterson, L. G., Bureau of News, L. A.....	1 Rt. Local.
Pierce, Chas. F., Pullman Conductor, Oakland Pier.....	1 Rt. Int.
Pirani, Geo., Clerk, Supt's Office, Tucson.....	1 Rt. Int.
Pope, W. W., Clerk, G. F. O., Los Angeles.....	1 Rt. Int.
Porter, R. L., Signalmaster, Brooklyn.....	1 Rt. Int.
Prince, M. E., Checker, El Centro.....	1 Rt. Int.
Reese, M. E., Brakeman, Stockton Division.....	1 Int.
Reid, J. M., Chief Clerk, Freight Office, San Jose.....	1 Rt. Int.
Reis, Miss, Asst. Pass. Agents, S. F.....	2 Int.
Rice, W. H., Brakeman, Sacramento.....	2 Int.
Richards, R. A., Operator, Lodi.....	1 Rt. Int.
Richie, Rolt, Trav. Asst., Bakersfield.....	1 Rt. Int.
Riggin, L. G., Conductor, Stockton Division.....	3/2 Int.
Riley, R. T., Clerk, San Fernando.....	1 Int.
Rosdon, W. C., Conductor, Sacramento.....	2 Int.
Ritchie, R., Traveling Auditor, Bakersfield.....	1 Rt. Int.
Ritchey, D. A., Staty, Clerk, Purchasing Dept., S. F.....	1 Rt. Int.
Roberts, A. B., Yardman, Los Angeles.....	1 Rt. Int.
Roberts, Wm A., Yark Clerk, Bayshore.....	1 Rt. Int.
Roberts, D. L., Telegrapher, Coast Grove.....	1 Local.
Robertson, E. A., Clerk, Portland.....	1 Local.
Rosenbaum, A. S., Claim Agent, Portland.....	1 Local.
Rosenbush, A., Street Car Office, Sacramento.....	1 Int.
Ryan, Chas. A., Clerk, Supt. Trans. Office, S. F.....	1 Int.
Sadowski, C., Operator, Los Banos.....	1 Rt. Int.
Sadowski, T., Operator, Los Banos.....	1 Rt. Int.
Sagon, Samuel, Switchman, Coast Division.....	1 Local.
Sawelle, Ed., Clerk, Sacramento.....	1 Int.
Scherrebeck, Thos. P., Firm, Coast Div., San Jose.....	1 Int.
Senter, G. A., Cashier, Silverton.....	1 Rt. Int.
Shaffer, W. F., Chief Clerk, Supt's Office, Phoenix.....	1 Rt. Local.
Shakespeare, M., Division Examiner, Los Angeles.....	1 Rt. Int.
Sherrill, Glenn, File Clerk, G.F.&P.A., Tucson.....	1 Rt. Int.
Short, H., Thos. A., Bookmaker, Sacramento.....	2 Rt. Int.
Sidel, Fred, Checker, Phoenix.....	1 Rt. Int.
Sinclair, James, Car Dept., Bayshore.....	1 Rt. Int.
Slater, Ruth, Motive Power Dept., S. F.....	1 Rt. Int.
Sleetsman, H. H., Yardman, Roseville.....	1 Int.
Sloan, P. H., Chief Clerk, Bayshore.....	1 Rt. Int.
Smith, B. C., Baggageman, Eugene.....	2 Rt. Int.
Smith, H. F., Locomotive Paint Shop, Sacramento.....	3 Rt. Int.
Smith, Nellie E., Steno., Bakersfield.....	1 Local.
Seively, Geo., Head File Clerk, Ogden.....	3 Rt. Local.
Soydum, H. H., Asst. CC to Gen. Strkpr., S. F.....	1 Rt. Int.
Snyder, M. O., O.S.E.D. Clerk, Bakersfield.....	2 Rt. Int.

Spears, W. A., Baggageman, L. A.....	1 Rt. Int.
Spencer, F. G., Clerk, Aud. Pass. Accts., S. F.....	1 Rt. Int.
Spencer, W. S., 1st Telgr. & C. Rk., San Fernando.....	1 Rt. Int.
Sprinkel, E. J., Clerk, Junction City.....	4 Rt. Local.
Steel, G. W., Asst., Ogden.....	2 Rt. Local.
Stevens, J., Freight Clerk, Palo Alto.....	1 Rt. Int.
Stone, C. A., Asst. Foreman, L. A. Shops.....	2 Rt. Int.
Stumebach, T. H., Yardman, San Jose.....	1 Int.
Stuns, J. L., Coach Yard, L. A.....	1 Int.
Stutiff, B. Clerk, G. P. O., San Francisco.....	1 Rt. Int.
Swett, J. E., Operator, Lovelock.....	1 Rt. Int.
Tandron, T. A., Asst. Agt., Stockton.....	1 Rt. Int.
Taylor, J. S., Head Clk., Master Mech. Off., Ogden.....	1 Rt. Local.
Thayer, Forrest J., Locomotive Engineer, L. A.....	1 Rt. Int.
Thibault, G. A., Clerk, G. P. D., S. F.....	1 Rt. Int.
Tigh, E. L., Conductor, Stockton Division.....	1 Rt. Int.
Toler, "Tex" Clerk, G. P. O., L. A.....	1 Rt. Int.
Townsend, Hry. C., Signalman.....	1 Rt. Int.
Tredway, F. O., News Bureau, S. F.....	2 Rt. Int.
Trousdale, E. W., Conductor, Ogden.....	1 Rt. Local.
Van, W. P., Conductor, E. B. E. Division.....	1 Int.
Van Duren, Frank, Switchman, L. A.....	1 Rt. Int.
Vallies, Wm. Depot Master, S. F.....	1 Int.
Walters, Lew, Rate Clerk, D. F. O., S. F.....	1 Rt. Int.
Warner, Mrs., Commissary Dept., L.A.....	1 Rt. Local.
Warren, J. I. E., Rate Clerk, G. P. D., S. F.....	1 Rt. Int.
Watts, Amos, Clerk, G. P. O., S. F.....	1 Rt. Int.
Watson, H. B., Car Repairer, Tucson.....	1 Rt. Local.
Webber, Geo. B., Car Shops, Phoenix.....	2 Rt. Int.
Webster, Raymond E., Fireman, Colton.....	1 Rt. Int.
Wells, R. C., Yardman, Fresno.....	2 Int.
Westington, W. A., Freight Office, S. F.....	1 Rt. Int.
Westlake, Wm., Collector, Phoenix.....	1 Rt. Local.
Willis, J. A., Brakeman, Yuma.....	1 Int.
Wilson, Dudley, Asst. Chk. Clk., D. F. O., Oakland.....	1 Rt. Int.
Wilson, Thos., G. P. O., S. F.....	1 Rt. Int.
Wimer, G. C., Clerk, Myrtle Point.....	1 Rt. Int.
Winkler, C., Conductor, E. B. E. Division.....	1 Rt. Int.
Whalley, John E., Clerk, Eugene.....	1 Int.
W. W. Wood, Claim Adjuster, S. F.....	1 Int.
Wood, Robt. M., Clerk, Palo Alto.....	6 Int.
Woodward, John L., Clerk, Hillsboro.....	1 Int.
Wyatt, C. E., Watch Inspector, Portland.....	1 Int.
Youngblood, V. L., Telegrapher, Corvallis.....	1 Int.
Abraham, Adolph, Car Clerk, Roseburg.....	1 Carload.
Armbruster, E. J., Clerk, Portland (Park St.).....	8 L.C.L.
Balte, W. W., Clerk, Marshfield.....	2 L.C.L.
Barger, Geo. A., Clerk, Eugene.....	1 Carload.
Brown, Chas. A., Asst. Engineer, Los Angeles.....	3 Carloads.
Burgoin, N. D., Clerk, Oswego.....	7 Carloads.
Catlow, C. E., Revising Clerk, Portland (Park St.).....	3 Carloads.
Christensen, N. E., Cashier, Junction City.....	5 S.R.O.
Clark, G. W., Clerk, G. F. O., Portland.....	1 Carload.
Clem, A. L., Car Foreman, Albany.....	2 Carloads.
Copenhaver, J. L., Clerk, Corvallis.....	3 Carloads.
Crafton, L. J., Cashier, Roseburg.....	9 S.R.O.
Dixon, A. F., Transfer Clerk, Los Angeles.....	1 Carload.
Dooley, J. F., Chief Clerk, Albany.....	1 Carload.
Dravdale, R., Lahorer, Mt. Angel.....	1 L.C.L.
Fallon, H. A., Clerk Warehouseman, Grants Pass.....	1 L.C.L.
Fegley, Ralph, Chief Clerk, Corvallis.....	6 Carloads.
Fishburn, P. H., Asst. Cashier, Portland (Park St.).....	2 L.C.L.
Friend, J. E., Ticket Clerk, Tracy.....	4 Carloads.
Haskin, F. L., Cashier, McMinnville.....	4 Carloads.
Hawth, H. G., Bill Clerk, Albany.....	2 Carloads.
Hicken, C. B., Car Distributor, Portland.....	1 Carload.
Hill, C. B., Car Distributor, Portland.....	9 Carloads.
Houghton, F. L., Cashier, Eugene.....	1 Carload.
Howard, Victor, Car Distrib., Portland (Park St.).....	2 Carload.
Jacobs, L. M., Cashier, Globe.....	1 Carload.
Jones, C. E., Inspector, L. A. (Freight House).....	1 Carload.
Kennedy, J. P., Chief Rec. Clk., Portland (Park St.).....	14 Carloads.
Kinn, Miss Inez, Cashier, Corvallis.....	3 Carloads.
Leslie, G. M., Car Distributor, Portland (Park St.).....	19 Carloads.
Linch, Michael, Industrial Yardmaster, L. A.....	4 Carloads.
Livermore, C. D., Chief Clerk, Calexico.....	2 Carloads.
Longstaff, W. N., Cashier, Marshfield.....	1 S.R.O.
Muller, J. W., Asst. Car Distributor, Portland.....	10 Carloads.
Pomeroy, H. D., Tkt. Clk., City Tkt. Off., Portland.....	1 L.C.L.
Pope, W. H., Trading Clerk, G. F. O., L. A.....	1 L.C.L.
Rudin, R. L., Car Clerk, Marshfield.....	6 Carloads.
Rice, Mrs. Ruby, Cashier, Mesa.....	5 L.C.L.
Rosenbush, A., Stenographer, Sacramento.....	1 Carload.
Rosenbush, E. J., Clerk, Warehouseman, Silverton.....	1 L.C.L.
Stinson, E., Chief Clerk, Portland (Park St.).....	1 L.C.L.
Smith, L. L., Clerk, Baggageman, Marshfield.....	1 Carload.
Taylor, Fred, Operator, Corvallis.....	1 Carload.
Walker, W. B., Clerk, Portland (Park St.).....	1 Carload.
Williams, Wm., Collector, Phoenix.....	6 Carloads.
Wilson, A. B., Roundhouse Foreman, Albany.....	2 Carloads.

ACTIVITIES OF SOUTHERN PACIFIC CLUBS

SOUTHERN PACIFIC CLUB

By M. P. SAYLES
Vice President, S. P. Club

OF ALL club activities, none are more worth while than those that have to do with the recreational and educational life of its members. The importance of this work is attracting the attention of employees of a great many large organizations. All around are evidences of the grouping together of employees of large companies into clubs of various natures, all directed toward the promotion of social, athletic and educational life of those who care to take part in their activities.

The Southern Pacific Club organized and directed by employees of the Company, is directing its attentions along these lines, promoting closer friendship and a better understanding among the employees. It is becoming an institution that is destined to take an active part in the lives of the members of the Company.

As employees of the Southern Pacific it is to our interest that the Company be operated with utmost efficiency and to the best interests of the public. This successful operation depends on the individual effort of every employee. And, going further, the success of the effort of each individual depends largely upon their relationship with those with whom they are associated.

The Southern Pacific Club provides the ways and means for bringing together the employees of the Company and their families and promotes the mutual helpfulness essential to best efforts. It deserves the support of every official and employee who is really interested in the welfare of the Company and themselves.

STRONG TEAM BUILT UP BY MANAGER HUNNICK

Much of the success of the Southern Pacific Club's baseball team at San Francisco has been due to the splendid handling and management of the team by W. C. Hunnick.

Hunnick is said to be one of the best judges of young baseball players in Northern California and the success of the team thus far this season indicated that his judgment is again bearing out good.

One of the players who developed by Hunnick in 1918-1919, when he managed the "S. P. Shastas" played with Portland

in the Pacific Coast League this season while several others of his players have made their mark in fast baseball.

Every player trying out for a place on the team can rest assured that they will be given a fair chance and that any talent they possess will be developed.

SPEEDY S. P. CLUB TEAM IS HAVING GOOD SEASON

By H. HELD.
Vice Chairman, Athletic Committee.

HAVING rolled up defeats against some of the strongest semi-pro teams in Northern California the Southern Pacific Club's baseball team at San Francisco seems to be having just claim to championship of the "Bay Cities and the High Sierra."

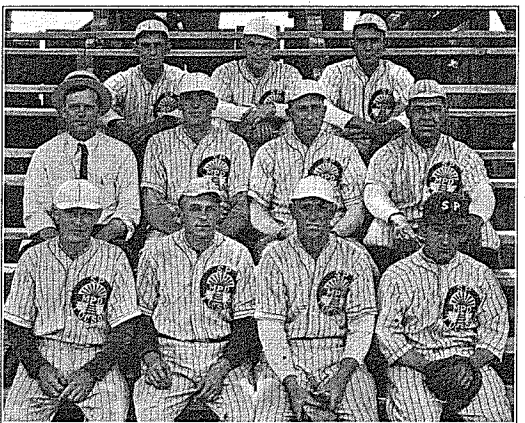
Since its organization it has maintained a good record with ten victories, six with various departmental teams in the General Office and four with outside clubs and only one defeat.

On July 22nd the team played the Wawona Club at Bayview Park, Oakland, defeating them by a score of 19 to 12, and on July 28th they played the Pacific Motor Supply Company team at the same place coming out on top with a score of 10 to 5.

A combined pleasure and "business" trip was taken to Yosemite on August 1st when a game was played with the Yosemite Tigers, a team composed largely of college players. Besides coming out on the long end of a 11 to 7 score, the team and rooters who accompanied them were entertained most enjoyably and are very complimentary to the management of the Tigers.

The crowning event thus far was the defeat of the crack Magnavox team, the semi-pro champions of Alameda County, on August 12th by a score of 7 to 4. The result of the game came as a surprise to the large crowd of fans, the Magnavox team being generally favored on account of their season's record. Ahl's batting was a feature of the game, getting five hits in as many trips to the plate. Wurm also scored high with four bingles. Harrington, the team first baseman, started the scoring in the third inning with a homer, said to be the longest drive ever made on the Bushrod diamond. Shortstop Lewis did some brilliant fielding and Kogler showed well behind the bat.

While baseball is now having its inning it is not the intention of the athletic committee of the Club that others sports shall be sidetracked. Plans are being made and details will be announced later for bowling and various other sports.



The Motive Power Department at Tucson has one of the fastest baseball teams in Arizona and is anxious to meet other Southern Pacific teams. Top row, left to right—Sinoqui, cf; Hall, 2b; Olvas, lf; Middle row—T. A. Jordan, manager; James, p; Seaton, p; Padilla, c; Bottom row—Manhennett, c; Sorey, ss; Downs, 3b; Pellan, 4b.

After Reading Your Bulletin, Pass It Along

BOXING BOUTS FEATURE OF SHOPMEN'S MEETING

Four boxing bouts were the features of the two hours' social program that followed a recent meeting of the Shop Craft Protective League at Sparks. The program was so much enjoyed that it has been decided to stage other bouts at the next meeting. Vocal selections were rendered by H. C. Mutchally. Following are the results of the bouts:

Nello Gianotti, boilermaker apprentice, 175 lbs. vs. Tony Poloni, blacksmith apprentice, 150 lbs., draw. Ernest Rosa, machinist helper apprentice, 129 lbs. vs. Jim Dermody, store helper, 129 lbs., Dermody winning, decision. Patsy Clark, blacksmith helper, 139 lbs. vs. Robert Logan, tinsmith helper, 125 lbs., Logan winner. K. O. Les Odem, machinist, 165 lbs. vs. Jess Holt, blacksmith helper, 175 lbs., Odem winner, decision.

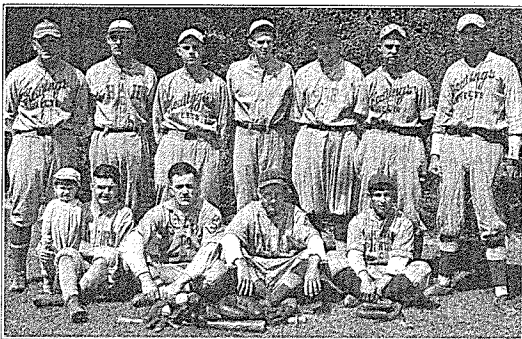
TRAINMASTER CHANGES ON SHASTA DIVISION

With the transfer of E. J. Kellum to the Los Angeles Division as Trainmaster, J. J. Sullivan, formerly Terminal Trainmaster at Los Angeles, becomes Trainmaster on the Shasta Division.

Mr. Sullivan entered the service of the Southern Pacific as a Yard Clerk on April 26, 1904 on the Tucson Division, serving in various clerical capacities terminating with Assistant Chief Clerk. For two years after March 1, 1913 he was a student in railroading, and on January 1, 1916 became Clerk and Special Inspector in the office of Vice President and General Manager. From July 23, 1918, during the remaining period of the war, he was engaged in several positions with the American Railway Association and with the Railroad Administration. In March 1918 he became First Lieutenant, U. S. Army, and later Captain Engineers, serving in France from June 7, 1918 to September 15, 1919, first as Ass't. Division Superintendent and later as Division Superintendent of Railway Service. A. E. F. March 1, 1920 he returned to the Southern Pacific as Supervisor of Transportation, Northern District. In July, 1920, he became Trainmaster, Stockton Division; and was soon after transferred to Trainmaster, Tucson Division, being transferred from there to Terminal Trainmaster at Los Angeles on December 1, 1922.

H. A. Sprague has been appointed Trainmaster, Tucson Division relieving H. H. Moore who has been granted a leave of absence. Mr. Sprague entered the service as a Brakeman on the Sacramento Division, August 2, 1900, being promoted to Conductor April, 1906, and was later appointed Yardmaster at Marysville. In June, 1921, he was appointed Assistant Trainmaster, Sacramento Division, and was later Trainmaster at Marysville.

Speedy S. P. Team at Sacramento



Southern Pacific team at Sacramento. Standing, left to right—Alloway, ss; Hauser, c; L. Wagner, 2b; Pitt, cf; Manger, 3b; Lefty Wagner, p; Keenan, p. Sitting—"B" Blackburn, master; S. Blackburn, manager; Ratoni, rf; Link, cf; Clark, lf. "Babe" Downs, p, is not in the picture. Photo by D. L. Jolly, Sacramento Shopmen.

THE Southern Pacific baseball team at Sacramento walked away with a well played game from the San Francisco General Office team at Sacramento August 19, by a score of 7 to 0.

A large delegation accompanied the team from San Francisco and were entertained at Sacramento Saturday evening at an open air dance given by the employees of the General Shops.

While the score was rather lopsided the game itself was much better, each side playing errorless ball, timely hitting bringing the scores for the Sacramento boys.

Sacramento opened the scoring in the first inning when "Rabbit" Clark, the diminutive center fielder, landed on McGough's offering for a homer. Clark also featured in the field, accepting all kinds of chances, and it is said one of the visiting railroaders remarked, "we have to hit it a mile to get on first base with that bunch of fielders."

"Big Bill" Keenan, although an apprentice machinist by trade, proved himself a "journeyman" when it came to pitching. He allowed only five scattered hits and only once, in the first inning, was he threatened by a score.

The Sacramento boys have had a very successful season and out of seventeen games played have lost only one, and that to the speedy Grass Valley team. A return game is being planned when the railroaders expect revenge.

Manager S. D. Blackburn, care Superintendent Motive Power, Sacramento, is anxious to arrange games

with other Southern Pacific teams.

The lineups were as follows:

Sacramento—Link, cf; Clark, lf; Ratoni, rf; Hauser, 1b; Pitt, cf; Alloway, ss; Wagner, 2b; Manager, 3b; Keenan, p.

General Office—Ahern, lf; Estes, cf; Harrington, 1b; Ahlf, 3b; Wurm, cf; Lewis, ss; Mesmer, 2b; Nelson, rf; McGough, p; Fonseca, lf.

HIGGINS IS PROMOTED TO CHIEF CLERK AT S. F.

A. M. Higgins has been appointed Chief Clerk of the Freight Protection Department.



A. M. Higgins

General Office, he entered the service of the Company as a stenographer in the Mechanical Department, San Joaquin Division, in October, 1910, and a few months later was transferred to the Superintendent's office in the same capacity. In January, 1912, he took the position of OS&D Clerk, remaining in that position until April, 1917, when he was appointed Division Car Distributor, serving in this capacity four years. In March, 1921, he was appointed Assistant Chief Clerk to Superintendent, San Joaquin Division, and held this position until April, 1922, when he was transferred to the Freight Protection Department at San Francisco.

SHOP CRAFT LEAGUE'S AIMS EXPLAINED BY CHAIRMAN

By E. W. KILGORE,
General Chairman, Northern District

All will remember that on July 1st, 1922, what was considered one of the greatest calamities in labor circles, fell upon the whole United States. Many families suffered for many months, some not recovering as yet. Heads of families throughout the country quit their work and remained idle for many months, and the consequence was suffering for the families.

Every man and woman all over the Country, regretted this circumstance, although there seemed to be justification on both sides. However, there is never a wrong without a cause and although many differ as to the justification of the cause, the fact remains, that the nation-wide railroad strike on July 1st, 1922 reaped nobody any good and caused irreparable injury to multitudes.

And it has been suggested, what is the cause and what is the remedy? The cause no doubt was the prevailing idea that the employer and employee have nothing in common; that employer and employee must antagonize each other. I do not censure one more than the other. Neither is one to be credited with using influence in eliminating this wrong idea any more than the other. Consequently a breach came that could not be bridged; a separation came about that, with many companies, is permanent.

Without a doubt the employees' better judgment told them continually that they were proceeding in the wrong way, yet there seemed to be no way of centralizing this better judgment and making it realistic.

Proof of this feeling is evidenced by the aftermath of the regrettable strike. The aftermath is the organization of the employees in a co-operative and business principle body on the several railroads.

By the Southern Pacific Company's employees there has been organized the Shop Crafts Protective League. As the name suggests, its objects are to protect the employees under the rules and working conditions prescribed by the United States Railroad Labor Board or which may be established between the Southern Pacific Company and the employees.

The ultimate objects of this League are to not only protect the rights of the employees but to conserve harmony and cooperation between the employer and the employee. The feeling of the employees which has been lying dormant in each one's mind is being brought to life; the better man is being brought to the front. But this is not all; the employee has for a long time in the past had this feeling no doubt more pronounced; a feeling that they were pursuing the wrong course; a feeling of desire to turn to embrace the employee within the circle of fellowship to cooperate and to conserve harmony with the employees. This is the feeling existing now in this, our new organization. A feeling of fellowship and a feeling that our

Enginemen Awarded Gold Badges

NAMES of engineers and firemen to whom gold cap badges were awarded for quarter ending June 30, 1923, have been announced by division superintendents.

Among the winners named for this period were many engineers and firemen who were previously awarded badges and who will receive a gold and enamel star for their success in reducing fuel consumption.

The list of engineers and firemen named as winners follows, previous awards being indicated by asterisks:

WESTERN DIVISION		Address	
Enginemen	Firemen	Enginemen	Firemen
A. G. Thomas	Oakland	W. B. Sharp	Oakland
H. C. Cook	Oakland	T. Gustafson	Oakland
H. B. Cook	Oakland	E. E. Bell	Oakland
W. W. White	Oakland	A. W. Payne	Oakland
SALT LAKE DIVISION		Address	
J. Corron	Sparks	D. F. Hobart	Imlay
J. R. Watson	Sparks	F. W. Foppoly	Sparks
H. Grubman	Sparks	E. Eager	Sparks
H. Ward	Sparks	W. L. Warren	Sparks
W. O. Fell	Montello	A. W. Roberts	Montello
J. Keeler	Montello	A. J. Miller	Montello
J. Furlong	Ogden	H. Speak	Ogden
SHASTA DIVISION		Address	
F. V. Judy	Dunsmuir	J. W. Magnus	Dunsmuir
C. B. Geer	Dunsmuir	C. H. Huxtable	Dunsmuir
H. Wentz	Dunsmuir	B. Blackard	Dunsmuir
G. W. McDowell	Dunsmuir	P. M. Miller	Dunsmuir
PORTLAND DIVISION		Address	
P. E. Prettyman	Portland	C. A. Meyers	Portland
A. M. Chamberlin	Portland	M. S. Westcott	Roseburg
D. C. Willis	Roseburg	C. D. Lindgren	Roseburg
O. O. Jennings	Roseburg	F. Riedel	Roseburg
COAST DIVISION		Address	
A. R. Ballard	San Francisco	J. J. O'Connell	San Francisco
F. McElroy	San Luis Obispo	W. P. Kuhl	San Luis Obispo
J. Weir	San Francisco	E. A. Duncan	San Francisco
F. E. Reynolds	San Francisco	W. W. Stevens	San Francisco
STOCKTON DIVISION		Address	
S. E. Hicks	Fresno	L. A. Casaretto	Tracy
G. P. Bray	Modesto	R. A. Tupper	Merced
I. Edwards	Oakland	H. G. Archibald	Oakland
L. F. Braswell	Oakland	J. Beary	West Oakland
SAN JOAQUIN DIVISION		Address	
W. H. Leach	Bakersfield	R. L. Irwin	Bakersfield
D. W. Jones	Merced	D. W. Farnsbury	Fresno
H. F. Jones	Fresno	E. L. Ford	Fresno
W. F. Thorne	Fresno	W. H. Marton	Fresno
LOS ANGELES DIVISION		Address	
C. R. McKinsey	Los Angeles	C. R. Thompson	Los Angeles
L. L. Gram	Los Angeles	G. M. Clayton	Los Angeles
W. E. Storer	Los Angeles	Roy W. Moore	Los Angeles
W. C. Morgan	Los Angeles	R. A. Fagan	Los Angeles
TUCSON DIVISION		Address	
Engineer	Address	Engineer	Address
J. E. Beatty	Tucson	J. Oatis	Lordsburg
L. Flood	Tucson	F. Pulliam	Lordsburg
C. Cobb	Tucson	F. Franklin	Lordsburg
R. D. Edmonds	Tucson	K. Seals	Lordsburg
SACRAMENTO DIVISION		Address	
Engineers	Address	Engineers	Address
C. W. Smethurst	Roseville	J. H. Mueller	Roseville
A. O. Rader	Sacramento	J. Singleton	Willows
E. Waters	Roseville	C. W. Bryant	Roseville
J. B. Matthews	Sacramento	C. A. Dungan	Sacramento

employer has a wish to cooperate with us.

It is the prevailing belief, and that belief is founded on the principle that we have struck upon a system of organization that will revolutionize working conditions all over our Country. This principle is the principle of justice; the principle upon which all real things are founded; the principle of our Maker, which is followed in the formation of our Federal Government, which in turn is followed by our State Government as well as courts and all things that stand for stability.

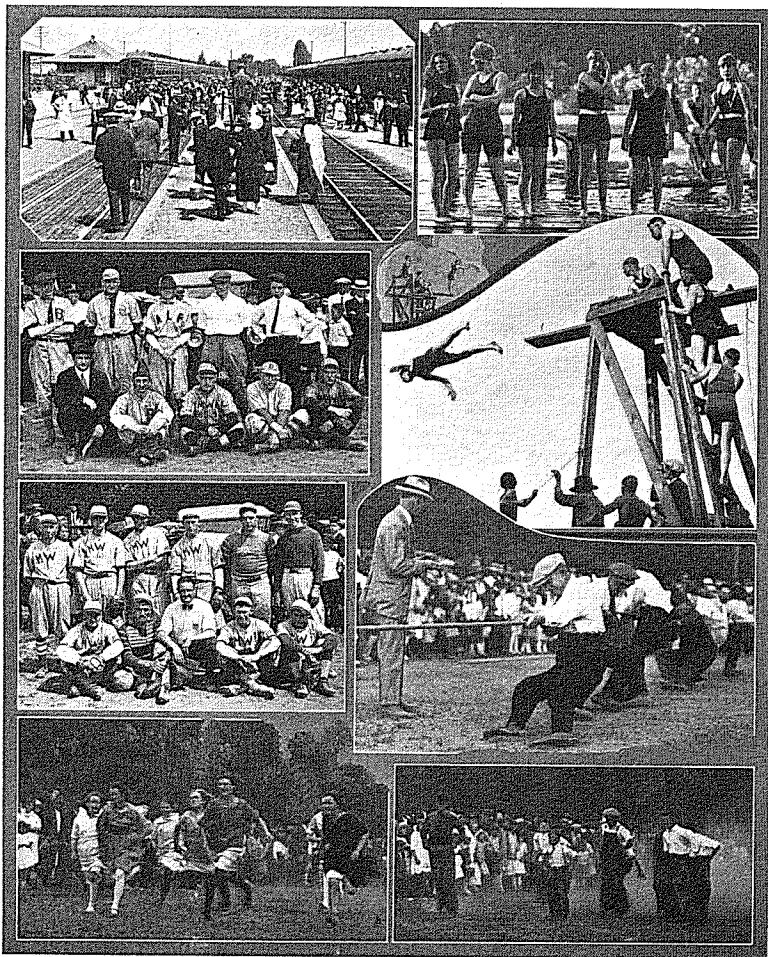
It is the duty of every American Citizen to discourage the idea that Labor and Capital have nothing in common. It is his duty to conserve the right and true thought, that Labor

and Capital have everything in common. One cannot exist without the other. So in order that one might prosper, the other must be considered and given a chance to prosper in comparison. But both must pull in the same direction or no headway will be made, for each is equally powerful in the conservation of harmony and cooperation.

LOKER PROMOTED

Wm. A. Loker has been appointed Assistant Yardmaster at West Oakland, having entered the service in October, 1901, as a brakeman, and has acted in the capacity of yardman and engine foreman prior to his recent promotion.

PICTURE STORY OF S. P. PICNIC AT ALBANY



Scenes snapped at Portland Division employees' picnic at Albany. Upper right, entries in the bathing beauties parade, Wilma Rohrbough, at extreme left was winner. Maintenance of Way baseball team of Brooklyn defeated the Beaverton shop team pictured above them. Winning Albany tug-of-war team is shown in action.

S. P. Folks in Big Day of Sports

Portland Division Employees Gather at Albany For Annual Picnic and Reunion

By BULLETIN CORRESPONDENT

MORE than 2500 Southern Pacific employees and their families attended the most successful annual basket picnic and frolic in the history of the Portland Division, at Albany, August 4th. Special trains were run from Portland while many families and friends came by automobile to join in the festivities. After a good old fashioned basket luncheon, which resembled more a great family reunion than a gathering of people from nearly every section of the state, baseball games, swimming, sports and dancing held sway and it was with a real sigh of regret that the many weary but happy picknickers climbed aboard the various trains for the return trip home.

Two special trains were needed to carry the large crowd from Portland and vicinity. Possibly some had anticipated a long tiresome ride and if so, were most agreeably surprised. Before either special was beyond the city limits, the fun had started, not to abate until the last strain of music had died down in the evening. Certain cars in both specials had been wired and equipped with radio sets, a special broadcasting having been arranged through the courtesy of a Portland newspaper, crayon artists entertained in each car in turn; and balloons were passed to the kids with an extra large one in each car for the grown ups to frolic with. Ice cream cones were handed out by the thousands and all were furnished with varied colored high paper clown hats. In between times, the band favored with impromptu concerts in each car. Visitors were royally greeted by the Albany people; scores of cars being lined up ready to carry every man, woman and child to the Park some little distance away from the station.

Immediately after lunch, Mayor P. A. Young of Albany extended a hearty welcome to the Southern Pacific men and women and complimented them upon their vivaciousness, enthusiasm and spirit of good fellowship so clearly evinced by the many happy faces around him, and assured all that the Albany people were happy in having the opportunity to entertain such an aggregation of fun-makers. He extended a cordial invitation to return to Albany again next year.

Superintendent King responded in behalf of the Southern Pacific employees, and expressed the appreciation of the railroad men for the courtesy and generosity of the Albany people, assuring them that their invitation for a return the next year would be most eagerly accepted.

The Maintenance of Way baseball

team, Brooklyn, won a good snappy game from the Beaverton Shop aggregation by a 4 to 0 score. After the game, dancing was enjoyed in a large specially constructed dance pavilion located under big shady trees. Races and various field sports were run off in snappy manner, followed by swimming races, high diving contests, and the bathing girls' parade, prizes for which were donated by Albany merchants.

Prize winners were as follows:

Boy's race: first, Donald Kelly, Albany; second, Neva Willard, Portland.
Girl's race: first, Ruby Penn, Albany; second, Neva Willard, Portland.
Young men's race: first, Clarence Covender, Portland; second, Lynn Brigham, Portland.

Young ladies' race: first, Ruth Lawrence, Portland; second, Ethel Thompson, Albany.
Three legged race for boys: first, Leonard Horning, Albany; second, Roy Proyce, Albany.

Nail driving contest for ladies: first, Mrs. J. Turner, Portland; second, Ora Fry, Portland.

Fat Man's race: first, F. L. Peyton, Portland; second, W. S. Andrews, Portland.

Needle race for ladies: first, Ora Fry; second, Frances Lamoreau, Portland.

Potato race for girls: first, Mary Watson; second, La Vern Crabtree, Portland.

All-four races for boys: first, Raymond Price, Albany; second, Fred Shaffer, Portland.

Sack race for boys and girls: first, Raymond Price; second, Leonard Price.

Throwing baseball by ladies: first, Meriam Lauric; second, R. Laurel, Portland.

Boys' and Girls' shoe race: first, Roy Price, Albany; second, William Wilmer, Portland.

Married men's race: first, Harry Alton, Portland; second, A. McIntosh, Portland.

Married ladies' race: first, Mrs. M. McEachern, Portland; second, Mrs. E. P. Bass, Portland.

Rail spike driving contest: first, M. McClain, second, J. Peterson.

Tug-of-war, won by Albany.
Bathing girls' parade: first, Wilma Rohrbough, Albany; second, Ruth Conn, Albany.

Horseshoe pitching contest: J. E. Gilbert, Albany.

SPARKS NEWS NOTES

By H. N. Payne

Hanna J. Flynn has been transferred from stenographer in the Asst. Superintendent's office to roundhouse clerk in the General Shop Foreman's office, being relieved by Rita F. Thomas.

H. W. Dieterich has been promoted from motive power and car clerk to car distributor in the Chief Dispatcher's office, his former position being filled by Dewey P. Holmes, formerly General Foreman's clerk.

Lester G. Payne has been assigned temporarily as General Foreman's clerk.

J. V. Ganten, machine helper, was assigned temporarily as labor clerk, pending arrival of Warehouse Clerk John Carron from Colby, Nebraska, who bid in this position.

Arelle E. Armstrong has accepted the position of Train Master's clerk formerly held by Mrs. Jean B. Smith who has left the service.

KEEN INTEREST SHOWN IN SAFETY MEETINGS

A total of 573 suggestions intended to promote safety among employees were made at the ten meetings of safety committees held during July. The meetings were attended by 313 committeemen and visitors; nine talks on accident prevention were made by committeemen; and reports received to the effect that 3139 employees were talked to individually on safety matters. Important phases of accident prevention were presented in the talks made by the following:

J. G. Van Baaren, Car Builder, Sacramento General Shops & Stores; H. M. Stone, Signal Supervisor, Tucson Division; G. B. Jefferis, Stockton Division; J. E. Muller, Secretary, Portland Division; E. R. Anthony, Assistant Superintendent, Coast Division Terminal & Shops; Thos. D'Oyly, Tinsmith, Los Angeles General Shops & Stores; W. M. Stillman, Assistant Superintendent, Sacramento Division; A. C. Frey, Conductor, Salt Lake Division Terminal and Shops; R. Murray, Chief Engineer, Steamer Division; D. O'Connell, Check Clerk, Western Division.

J. B. Monahan, Supervisor of Safety, talked before the Sacramento, Portland and Steamer Divisions, and the Salt Lake Division Terminal and Shop committee meetings.

RECENT CHANGES MADE IN SAFETY COMMITTEEMEN

Following changes were made in Safety Committeemen during the month of July account of expiration of terms, transfers and leaving the service:

Los Angeles Division: F. P. McDonald, Master Mechanic, vice W. C. Peterson; O. C. Carleton, Engineer, vice J. M. Hill; Everett Newkirk, Fireman, vice A. W. Mellen; C. R. Rash, Yardmaster, vice F. Seelers; H. C. McWhirter, Stationman, vice S. Goldberg; W. A. Young, Conductor, vice W. M. Fitzpatrick; A. Wing, Brakeman, vice C. C. Brooks; A. G. Sheppard, Lineman, vice C. G. McGrann; A. D. Taylor, Yardman, vice C. Hendershot.

Western Division: John Kenny, Section Foreman, vice L. Wernett; J. W. Pummell, Yardman, vice P. R. Newell; J. A. Sanden, Fireman, vice W. Rank; J. H. Graham, Conductor, vice F. F. Drescher; C. L. Kroll, Engineer, vice W. O. Gernerich.

San Joaquin Division: W. E. Pritchard, Lineman, vice O. E. Englund.

Portland Division: J. M. Trefren, Engineer, vice W. A. Anderson; R. N. Lowry, Fireman, vice W. Cereghino.

Coast Div. Terminal-and-Shop: O. F. Toler, Yardman, vice Chas. Walters; G. A. Johnson, Section Foreman, vice A. L. Bacher.

Los Angeles Gen. Shops & Stores: F. P. McDonald, Master Mechanic, vice W. C. Peterson.

After Reading Your Bulletin, Pass It Along

Increase In Casualties Shown

ALTHOUGH there has been an increase in casualties to employees during the first six months of 1923 as compared with the same period last year, there has been a noticeable decline in the accidents during the second quarter of this year as compared with the first three months. "This indicates," says R. J. Clancy, Assistant to General Manager, "that we are gradually recovering from the set-back received by cancellation of safety meetings and general let-up in safety work by the safety committeemen five months during the latter part of last year. It is hoped that by the end of the year ground so far lost will be recovered and that the 1923 record will equal if not exceed the record made in 1922."

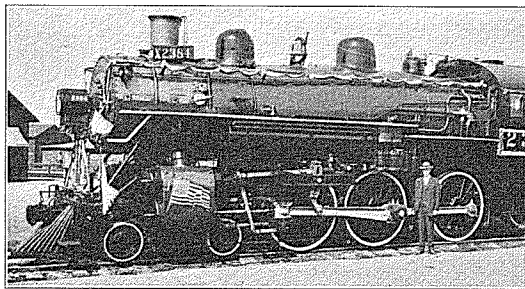
Following figures show the number of casualties to employees on the Pacific System reported to the Interstate Commerce Commission during the first six months of 1922 and 1923, segregated between train and train service casualties, and non-train service casualties, also showing by divisions, general shops and departments, number of casualties per million locomotive and motor miles in train and train service and per million man-hours in non-train service. The statement shows that there has been an increase of 14.5 per cent in train and train service casualties during 1923 thus far as compared with last year, and an increase of 19.7 per cent in non-train service casualties. This is a considerable improvement over increases of 27.9 per cent in train and train service casualties and 40.3 per cent in non-train service casualties shown at the end of the three months period. The statement follows:

TRAIN AND TRAIN SERVICE CASUALTIES

Division	1922	1923	Per 1,000,000 Loco. & Motor Miles
East Bay Electric	12	2	1.46
Sacramento	17	16	7.23
Coast	21	30	8.69
Salt Lake	21	14	6.46
Stockton	11	9	7.95
San Joaquin	17	9	9.08
Portland	12	12	9.52
Western	29	27	13.03
Tucson	41	24	13.66
Shasta	25	15	11.59
Los Angeles	104	85	29.70
TOTAL	324	288	11.49

NON-TRAIN SERVICE CASUALTIES

Division Shop or Department	1922	1923	Per 1,000,000 Man-Hours
Sacramento	19	37	4.07
East Bay Electric	3	3	5.24
Telegraph	1	8	13.66
San Joaquin	22	14	6.94
Portland	6	17	23.26
Dining Cars, H. & R.	54	45	9.40
Coast	89	91	17.73
Steamers	21	16	12.53
Tucson	60	37	15.41
Stockton	32	24	12.62
Shasta	43	24	11.96
Salt Lake	101	80	16.55
Western	98	53	26.25
Los Angeles	125	83	17.94
District Stores	45	26	23.12
Sacramento Shops	137	65	35.17
Los Angeles Shops	58	42	20.34
Wood Pres. Works	5	3	41.18
TOTAL	957	666	16.80



Engine 2384, decorated by the mechanical force of Brooklyn shops, handled the late President Harding's special train out of Portland on July 25th. Engineer W. F. Anderson, who handled the train from Portland to Roseburg, is shown in the photograph. The names of all train and engine crews are shown in the story on the handling of the special trains.

Distinguished Service

Is Your Name Here?

PORTLAND DIVISION

M. S. Westcott, engineer; M. P. Galvin, fireman; T. E. Herder, S. E. Peacock, and W. C. Mason, yardmen; all of Brooklyn, pulled car away from planing mill destroyed by fire and extinguished flames before car and contents were destroyed.

W. A. Deputy, yardman; F. McCormick, R. B. Foreman; and W. M. Bunch, section foreman; all of Brooklyn, when off duty they rendered excellent service at time of fire in helping to relay messages and arranging to get important passenger train moving.

C. L. Towers, engineer, while traveling as a passenger he voluntarily assisted Conductor to couple up train.

A. M. Chamberlain, engineer, Woodburn, when engine was set out owing to link in block pin not clearing link saddle, made necessary repairs and put engine in shape for service.

L. H. Brown, conductor, Salem; discovered hot box on passenger train and made report of same.

C. N. Talbot, conductor, and L. Elton, brakeman, Clackamas, assisted crew on passenger train in applying emergency knuckle when train broke in two.

W. C. Hoedlein, conductor, R. L. Robertson, engineer, and W. C. Bruckman, fireman; of Yeoman, for assistance rendered in making repairs to broken main reservoir pipe on engine, materially reducing delay.

J. Alden, conductor, Oswego; D. T. Stephenson, brakeman, Salem; I. J. Kuopai, warehouse foreman, Eugene; B. A. McCall, fireman, West Linn; L. Sautter, section foreman, Rice Hill; who detected defects existing on cars and made prompt reports.

C. R. Curry, conductor; A. D. Sickafosse, engineer; K. Gade, fireman; C. R. Smith and H. H. Hunsdale, brakemen; of Mapleton for assistance in picking up and transferring derailed cars.

W. E. Melvers, fireman, Shedd; when off duty he assisted materially in checking up on men and getting statements of witnesses at a crossing accident, also flagging train.

E. T. Morjan, conductor; W. A. Anderson, engineer; F. H. Hunter, and G. J. Rea, brakemen; of Whitehorn, took prompt action in extinguishing fire on trestle.

F. R. Pandan, conductor; L. M. Weatherford, engineer; W. A. Strickland, fireman; W. C. Stanford, fireman; of Astoria; Bates, brakemen, assisted man in charge of car of calves to sand the car which had not been sand before.

C. L. McConnell, conductor; H. L. Simpson, engineer; K. B. Hancock, fireman;

O. W. Schultz, E. E. Imhoff, and F. M. McNary, brakemen; Oswego, voluntary assistance in refueling a car.

A. J. Barrell, engine inspector, Grants Pass, discovered defect in engine that because of its location was practically concealed.

D. Cauthorn, signal maintainer, McMinnville, for timely service rendered section foreman in replacing broken safety rail.

C. O. Still, operator, Silverton, prompt action taken to stop three cars of oil getting away and preventing serious damage. W. J. Gerard, car clerk, Salem, noticed light on signal and lighted same after filling the lamp.

M. M. McCutcheon, yardman, Salem, saved considerable delay by taking set out of manifest train account broken knuckle by replacing defective knuckle and putting car in second section.

W. H. G. Ireland, clerk, warehouseman, Wheeler, for vigilance in detecting broken rail in main track and reporting same.

A. Abraham, car clerk, Roseburg, alerted and initiative displayed in detecting car improperly billed and securing correct destination.

J. C. Barber, conductor, Springfield, had a rush car of gravel in train that was leaking badly, secured oil sacks and made temporary repairs so car could go forward.

J. W. Crocker, conductor, Shedd, rendered valuable service in securing statements from witnesses to crossing accident which proved very helpful in presenting the facts clearly.

SAN JOAQUIN DIVISION

G. H. Brundage, brakeman, Bakersfield, discovering twelve inch piece of flange laying on track and reporting same promptly and enabling traffic of car with this defect.

C. B. Levy, operator, Lang, for noticing fire flying under car in passing train and notifying trainmen of the hazard.

W. H. McCollum, conductor, Harry Crickmer, engineer, of Kernam; A. W. Schlittler, fireman, Porterville; F. L. Barrett, and C. J. Fessenden, firemen; for stopping their train and extinguishing fire discovered ahead of them.

B. Logsdon, fireman, Los Angeles, for material assistance given an engineer when engine broke and section foreman.

C. B. Lary, operator, Lang, for notifying crew of a passing train that brake beam was dragging under one of the cars.

A. H. Ross, Conductor, Los Angeles, for discovering carload of bath tubs moving as an empty, also that the car was in bad order.

C. B. Lary, operator, Lang, who noticed fire and rocks flying from under a Pullman car in passing train, stopped the train and notified the crew to find broken brake rod was dragging.

W. H. McCollum, conductor, Kernam; A. W. Schlittler, fireman, Porterville; F. L. Barrett, and C. F. Davis, brakemen, Fresno; for assistance rendered in repairing car to a broken eccentric on their engine resulting in minimizing delay.

David Barnum and J. H. Shurley, brakemen, Bakersfield, for assistance rendered, resulting in avoidance of considerable delay to work trains by uncoupling several cars which had been connected as double loads, and further, willingly assisting in bracing water car making it possible to bring it into terminal with minimum delay.

LOS ANGELES DIVISION

G. E. Moreland and H. F. Mingleddorf, telegraphers, Burlingame Junction, who discovered brake rigging down on car in passing train and gave crew necessary stop signals.

E. A. McDonald, engineer, and J. McBreton, fireman, for assistance rendered conductor in making repairs to brake rigging under car in freight train, on which they were derailed.

E. A. McDonald, J. O. McKinsey, and E. V. Ashby, engineers; L. J. Jones, W. M. Rudinow, and P. E. Gordon, firemen; and F. Ewald, section foreman, for relining engine after regular car had been relieved account time limit up.

G. A. Bawley, car foreman, Indio, for promptly transferring carload of stock when car noticed in bar order condition, not waiting for assistance to be men.

D. Dusen, section foreman, Riverside, for

A Good Safety Record



The record of Engineer R. A. Curran, Western Division, is a worthy example of the Company's safety record. He has been in the service over twenty-five years without being in an accident which resulted in a fatality.

preventing serious delay to telegraph business by promptly untangling wires and restoring service.

J. B. Jennings, section foreman, Edom, and W. E. Carder, signal maintainer, Moorpark, for fixing two circuits several hours sooner than regular linemen could have reached point of interruption.

H. F. Mingleddorf, telegrapher, Burbank Junction, for noticing a brake rigging down on car in passing train and promptly signaling crew to stop.

F. W. Colyer, conductor, Chatsworth, for performing service as fireman during time fireman was incapacitated while in service, thereby saving delay to train.

SHASTA DIVISION

R. C. Morse, signal maintainer, Redding, for voluntary assistance in repairing engine.

E. C. Shaver, brakeman, Noydville, for close observance of track, discovering broken switch point.

E. M. P. Miller, brakeman, for discovering and reporting broken switch.

L. B. Green, brakeman, Dussmair, for assistance rendered in sanding rail when rail was wet and sand low.

W. B. Vulliam, engineer, Geagan, for close attention to condition of track, discovering broken angle bars.

Wm. Thurston, John C. Lamo, and L. Cadano, for stopping train on bridge, discovering passing train, discovering brake beam down.

C. W. Hoxie, conductor; R. E. Gearhart, engineer; R. W. McMillan, fireman; J. H. Smith, and W. J. Giviner, brakemen, for making repairs to disconnected valve in water tank, thereby placing tank in service.

COAST DIVISION

J. T. Carl, operator, Redwood Jet, for finding broken rail in main track and making prompt report.

H. G. Lynch and A. Webster, engineers, Getty, for making repairs when nipple broke on main reservoir, minimizing delay to train.

S. Maes, section foreman, Pismo, who noticed block signal in stop position and immediately began looking for broken rail, which he found and called out his gang.

W. J. Bausermeister, engineer; J. A. Morgan, conductor; H. L. Anderson, fireman; F. Fischer and R. J. Allen, brakemen; for assisting in making repairs to a steam boiler.

C. H. Carson, Captain, for stopping his steamer and lending efficient aid towards extinguishing a fire on a government tugboat carrying aboard passengers who were in danger.

A. C. Warness, chief engineer, for the clearing of fire rooms on his steamer.

of hoses away from a station near which a fire had been built.

W. L. Ruessels, yard engineer, San Francisco, excellent service in taking down defective brake rigging on a switch engine enabling cars to be spotted on time.

D. H. Gates, engineer, and J. Borda, fireman, Redwood City, for making emergency repairs to a locomotive on through train, obtaining material from a nearby industrial plant.

Chas. Anderson, conductor, Bayshore, for finding a defective pair of derailed truck wheels on a freight car in the yard.

T. O'Connor, conductor; C. H. Harmon, engineer; G. Hughes and R. Swain, brakemen; for carefully handling disabled engine in their train from point on line.

A. K. Gandy, brakeman, for finding broken rail in main line.

G. E. Baker, engineer, and W. S. Purcell, fireman, for making temporary repairs to engine with broken side rods.

C. Cox, conductor, Drake, who obtained car from section foreman and ran from point on line to where there was a telephone booth to advise dispatcher of engine failure.

Saleman, and J. A. Devlin, conductors, W. W. Rucker and S. Shepherd, engineers; for assistance rendered a passenger train on main line with engine dead.

J. H. King, telegrapher, Conception, for excellent handling of situation at time line was temporarily blocked, with passenger train account of dead engine, in alertness enabling dispatcher to get orders to other trains saving delay.

C. Cherie, conductor, Nova, for phoning dispatcher he had noticed air trouble on passing passenger train, enabling advance of delay.

STOCKTON DIVISION

Harry A. Cardwell, pumper, Fairmead, for assistance rendered in taking section foreman to scene of a fire on Company property and assisting in extinguishing the blaze.

A. L. Gross, signal maintainer, Turlock, for prompt notification to proper authorities of a burning box which he had observed on a passing train.

SACRAMENTO DIVISION

F. P. Conley, conductor, Gold Run, who voluntarily rendered assistance in taking order car saving delay to a through train.

D. Gregory and R. D. Smith, engineers, Tehama, for voluntary assistance given to crew on train in clamping up after brake-in-two.

J. O. Hand, engineer, Newcastle, for discovery of broken rail.

X. J. Flowers, engineer, and F. W. Weule, engine operator, Yuba, for efficient service performed in disconnecting engine with broken side rods.

A. J. Hill, conductor, C. N. LaDue, W. Thompson and A. W. McManus, brakemen, for voluntary assistance in unloading freight.

M. Freeman, engineer, and D. Mullink, fireman, who discovered fire on bridge, promptly stopping train and extinguishing the blaze.

K. M. Smith, engineer, who discovered mail pouch on right of way, stopped train and delivered it to agent.

E. C. Shelton, brakeman, for excellent service in putting out grass fire adjacent to freight station.

R. J. Lucas, pumper, Sycamore, for action taken in making temporary repairs to telegraph wires, resulting in minimizing delay in service.

SALT LAKE DIVISION

C. Laurie, brakeman who noticed brake beam down on freight car in passing freight train and notified the crew.

WESTERN DIVISION

J. W. Rellford, engine inspector, Oakland, for close observance in detecting cracked main driving wheels axle on engine.

STEAMER DIVISION

C. H. Carson, Captain, for stopping his steamer and lending efficient aid towards extinguishing a fire on a government tugboat carrying aboard passengers who were in danger.

A. C. Warness, chief engineer, for the clearing of fire rooms on his steamer.

A Morning Prayer

THE day returns and brings us the petty rounds of irritating concerns and duties.

Help us to play the man; help us to perform them with laughter and kind faces; let cheerfulness abound with industry.

Give us to go blithely on our business all this day, bring us to our resting beds weary and content and undishonored, and grant us in the end the gift of sleep.

Robert Louis Stevenson